



Henri Duong
316 1/2 E Glendon way
Alhambra, CA-91801

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Re: Application no. 10/725,226 filing date: 12/01/2003 Art Unit no. 3657

United States Patent & Trademark Office
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Dear Bradley King,

In reply to your office action of 10/07/2009, I attach herewith a new Appeal Brief as needed to replace the previous ones.

Your letter indicates that the previous brief of 6/17/2009 is defective without identifying arguments referring to your Notice of Non-compliance of 5/28/2009 which did not indicate which arguments are to be made and how? Since the contents of previous brief was amended referring to the instruction of your final action, the correction^h of its contents was automatically constructed an argument as repeated in the argument section to overcome the rejection in your final action.

In order to save time for communication, I have written a new brief in the other manner and hope that it will satisfy you for that.

Sincerely,

A handwritten signature in black ink, appearing to read "Henri Duong".

Henri Duong



TC:3600

(A) Identification page(s): 1 page.

Applicant's name: Henri Duong

Application no. 10/725,226

Filing date: 12/01/2003

Title of the invention: Back driving automatic brake system & Automatic braking system for equipping in all vehicles, airplanes, ships..

Name of Examiner: Bradley T. King

Art Unit: 3657

Title of the paper: Appeal Brief

(B) Table of Contents page(s): 132 pages.

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(A) Identification page(s): 1 page.

(B) Table of Contents page(s): 1 page.

(C) Real party in interest page(s): 1 page.

(D) Related appeals and interferences page(s): 1 page.

(E) Status of claims page(s): 1 page.

(F) Status of amendment page(s): 1 page.

(G) Summary of claimed subject matter page(s): 53 pages.

(H) Grounds of rejection to be reviewed on appeal page(s): 4 pages.

(I) Argument page(s): 60 pages.

(J) Claims appendix page(s): 7pages.

(K) Evidence appendix page(s): 1 page.

(L) Related proceedings appendix page(s): 1 page.

(C) Real party in interest page(s): 1 page.

Applicant's name: Henri Duong

Name of Examiner: Bradley T. King

And a Court/the Board

(D) Related appeals and interferences page(s): 1 page.

Appellant states that this Appeal Brief is related to Notices of Appeal filed on 04/11/08, 07/21/08, 02/06/09 and 06/13/09 under Application no. 10/725,226 filing date: 12/01/2003.

(E) Status of claims page(s): 1 page.

Appellant states that claims 1-3 are pending and rejected, currently being appealed while claims 4-13 (withdrawn) were not entered in this application after final rejection and are not under appeal.

(F) Status of amendment page(s): 1 page.

Appellant states that the status of all amendments filed after the final rejection of 12/30/2005 so the after final amendments filed for claims 4-13 (withdrawn) have not been entered by the examiner.

(G) Summary of claimed subject matter page(s): 53 pages.

CLAIMS

Claims 4-13 (withdrawn)

Referring to the specification by page 2 line(s) 3-5, page 5 line(s) 6-13, page 12 line(s) 11-16, reference paragraph(s) [0007], [0052], [0078], drawing(s) by FIG. 31-32:

Claim 1

What I claim as my invention is: Detectable automatic braking systems used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "Detectable automatic braking device/system includes having feature for applying brake by itself to halt motor-vehicle running on traveling way for stopping traffic accident whenever it receives the sensed signal or detected result of its front and/or rear sensor(s)/radar(s)/operative device(s) of motor-vehicle/transportation connected electrically sensing/detecting a physical property or an obstruction in sensing/detecting zone, such device/system is used equipping for/in transportation of any kind including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or any other."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) Detectable automatic braking system:
- (2) Detectable automatic braking system including possessing any operative feature and

capability of making it,

- (3) example type of detectable automatic braking device/system installation:
- (4) detectable automatic braking system/device including any operative device having capability of applying brake by itself reacted by sensor(s)/radar(s) or detectable device(s) sensing/detecting an obstacle,
- (5) detectable automatic braking system/device including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (6) detectable automatic braking system including used equipping for engine vehicle of any kind,
- (7) detectable automatic braking system including used equipping for motor-vehicle of any kind,
- (8) detectable automatic braking system including used equipping for automobile of any kind,
- (9) detectable automatic braking system including used equipping for car of any kind,
- (10) detectable automatic braking system including used equipping for truck of any kind,
- (11) detectable automatic braking system including used equipping for bus of any kind,
- (12) detectable automatic braking system including used equipping for van of any kind,
- (13) detectable automatic braking system including used equipping for train of any kind,
- (14) detectable automatic braking system including used equipping for tank of any kind,
- (15) detectable automatic braking system including used equipping for motorcycle of any kind,
- (16) detectable automatic braking system including used equipping for airplane of any kind,
- (17) detectable automatic braking system including used equipping for ship of any kind,
- (18) detectable automatic braking system including used equipping for any other(s),
- (19) detectable automatic braking system used equipping for any other(s) including high speed train, underground train, aircraft, helicopter, carrier, any operative one(s),
- (20) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (21) composition including any material of making and necessary parts.

Referring to the specification by page 5 line(s) 6-13, drawing(s) FIG. 31 and reference

paragraph(s) [0052] as claim 1 below:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for sensing/detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “key to start, sensor(s)/radar(s) or detectable device(s) is connected electrically on wire/wireless and equipped including in the front (top) part of motor-vehicle for front sensing/detecting at a distance on traveling way, rear sensor(s)/radar(s) is connected electrically and equipped including at motor-vehicle rear (top) part through backing lamp switch switched on during backing for rear sensing/detecting at a distance on backing way, sensor(s)/radar(s) is connected to switch braking unit on to apply brake automatically to stop the motor-vehicle running whenever it senses/detects a physical property or an obstruction in its sensing/detecting zone.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) radar(s)/sensor(s)/or detectable device(s):
- (2) radar(s)/sensor(s)/or detectable device(s) including possessing any operative feature and capability of making it for using in the invention device(s),
- (3) example type of installation of detectable device(s):
- (4) radar(s)/sensor(s) including connected electrically wire/wireless and equipped in front part of motor-vehicle,
- (5) front radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at a distance on traveling way,
- (6) front radar(s)/sensor(s) of motor-vehicle including having facility to avert direct lighting flashing on it,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting or operating and

responding by the detected result or sensed signal against a physical property or an obstruction,

- (8) radar(s)/sensor(s) equipped on/for motor-vehicle/transportation including detecting/sensing vehicle/obstruction and reacting,
- (9) radar(s)/sensor(s) including reacting against obstruction to switch the braking motor/unit on to brake motor-vehicle automatically to stop motor-vehicle running,
- (10) radar(s)/sensor(s) including connected electrically to braking motor/unit,
- (11) braking motor including for applying brake reacted/switched on by radar(s)/sensor(s),
- (12) radar(s)/sensor(s) including for equipping at/in rear part of motor-vehicle/transportation,
- (13) rear radar(s)/sensor(s) of motor-vehicle including connected wire/wireless and equipped for rear detecting/sensing at a distance during backing operation,
- (14) rear radar(s)/sensor(s) including connected operating with backing light switch,
- (15) rear radar(s)/sensor(s) including detecting/sensing at near distance only if driver backing one's motor-vehicle,
- (16) automatic braking unit including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (17) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (18) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 16-19 and reference paragraph(s) [0075] as claim 1 below:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "a (third) radar/sensor is connected wire/wireless and equipped including in

the front part of motor-vehicle turned on by key contact for detecting/sensing on traveling way, radar/sensor is connected its device/recorder to sound/speak sonorous signal lamp or recorded message to driver whenever it detects/senses a physical property or an obstruction at the longest distance so that driver may lower speed of motor-vehicle before automatic braking operates, of automatic voice sound.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) extra radar/sensor of automatic voice sounding device:
- (2) extra radar/sensor of automatic voice sounding device including possessing any operative feature and capability of making it,
- (3) example type of automatic voice sounding device:
- (4) a (third) radar/sensor including connected electrically wire/wireless and equipped in the front part of motor vehicle,
- (5) front extra radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at the longest distance on traveling way,
- (6) a (third) radar/sensor among other radars including for detecting/sensing an obstruction and turning its device on sounding to driver,
- (7) a (third) radar/sensor including connected to sonorous alarm/recorded message device,
- (8) sonorous alarm/signal lamp device or voice recorder including for sounding/speaking to driver,
- (9) driver including lowering motor-vehicle speed before automatic braking operating,
- (10) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (11) composition including any material of making and necessary parts.

Referring to the specification by page 2 line(s) 3-5, page 12 line(s) 11-22, drawing(s) FIG. 31-32 and reference paragraph(s) [0007], [0078] as below:

Claim 2

What I claim as my invention is: Detectable automatic braking systems equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "Detectable automatic braking system is connected electrically wire/wireless and equipped for using in transportation of any kind including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, tank, airplane, ship and/or any running one in which sensor(s)/radar(s) or detectable device(s) is used having capability to sense/detect and respond by detected result reacting braking unit to perform automatic braking operation on traveling way."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic braking system/device:
- (2) detectable automatic braking system/device including possessing any operative feature and capability of making it,
- (3) any device/system of the same/similar effect,
- (4) detectable automatic braking system/device including connected wire/wireless and equipped for using in transportation of any kind for stopping traffic accident on traveling way,
- (5) detectable automatic braking system/device including for equipping in motor vehicle,
- (6) detectable automatic braking system/device including for equipping in engine vehicle,
- (7) detectable automatic braking system/device including for equipping in automobile,
- (8) detectable automatic braking system/device including for equipping in car,
- (9) detectable automatic braking system/device including for equipping in truck,
- (10) detectable automatic braking system/device including for equipping in bus,
- (11) detectable automatic braking system/device including for equipping in van,

- (12) detectable automatic braking system/device including for equipping in train,
- (13) detectable automatic braking system/device including for equipping in motorcycle,
- (14) detectable automatic braking system/device including for equipping in tank,
- (15) detectable automatic braking system/device including for equipping in airplane,
- (16) detectable automatic braking system/device including for equipping in ship,
- (17) detectable automatic braking system/device including for equipping in operative one,
- (18) sensor(s)/radar(s) including any operative device(s),
- (19) sensor(s)/radar(s) or detectable device(s) including used having capability of sensing/
detecting/operating,
- (20) sensor(s)/radar(s) or detectable device(s) including used having capability of responding
and reacting by detected result against an obstacle,
- (21) sensor(s)/radar(s) or detectable device(s) including connected operating with automatic
braking unit,
- (22) braking unit including any operative device having capability of applying brake by itself,
including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any
operative one in use,
- (23) sensor(s)/radar(s) or detectable device(s) including reacting/turning braking unit on to
perform automatic braking,
- (24) connection including any operative connection, installation, operation powered by
automobile electricity/battery/any, and/or
- (25) composition including any material of making and necessary parts.

Referring to the specification by page 10 line(s) 9-27, drawing(s) FIG. 35-40 and reference paragraph(s) [0071], [0072] as claim 2 below:

Braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils., braking

objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “essential parts operating the invention: braking operation is made by pressing, pulling and/or any operating, new pedal is used for applying brake, rubber boot and/or safety cover is equipped for protection of pedal movement, braking is made by any braking position against extra brake outlet which is particularly made for automatic direct braking use, automatic braking pedal is made for proper automatic braking use without causing movement of vehicle pedal, using their main part(s) wherein, or braking is applied by movement of any other equipment, instrument having braking effect, including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and/or any other. Any braking object can be used including wheel, spindle, axis, rod, oscillator moving frame, bracket drive and/or any operative one of that effect. Any useful wire/wireless detectable device is used having capability to detect/sense, respond and react by its detected/sensed result, including sensor, radar, infrared (detector) lens, detector, electronic eye, lighting sensor, motion sensor detector, sensor video camera and/or any other, having heating effect against snow, any parts.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) essential parts operating the invention:
- (2) essential parts operating the invention including possessing any operative feature and capability of making them,
- (3) example type of essential parts operating the invention:
- (4) braking by pressing or pulling function,

- (5) braking by pressing or pulling function/operation including any usable operation to perform braking including by pressing or pulling effect,
- (6) new pedal including any operative pedal usable for automatic braking use,
- (7) automatic braking pedal for proper automatic braking use without causing the movement of vehicle pedal,
- (8) rubber boot including for protection of pedal movement, or
- (9) safety cover including for protection of pedal movement,
- (10) braking position including any position for performing braking on it,
- (11) extra braking outlet rod from original booster/master cylinder,
- (12) extra braking rod outlet including for using particularly to perform automatic braking,
- (13) braking including used any equipments or instruments having braking effect,
- (14) braking used movement of force including by motor,
- (15) braking used movement of force including by air,
- (16) braking used movement of force including by wind,
- (17) braking used movement of force including by spring,
- (18) braking used movement of force including by energy,
- (19) braking used movement of force of air hydraulic/oxygen (unit),
- (20) braking used movement of force of air/liquid pump,
- (21) braking by movement of force of cylinder as nut & piston as bolt with induction coils, or
- (22) braking used movement of force by/of any other,
- (23) braking object including wheel,
- (24) braking object including spindle,
- (25) braking object including axis,
- (26) braking object including rod,
- (27) braking object including oscillator moving frame,
- (28) braking object including bracket drive, or
- (29) braking object including any other object with same effect,
- (30) using wire/wireless detectable device as radar,
- (31) using wire/wireless detectable device as sensor,
- (32) using wire/wireless detectable device as infrared (detector) lens,

- (33) using wire/wireless detectable device as detector,
- (34) using wire/wireless detectable device as electronic eye,
- (35) using wire/wireless detectable device as lighting sensor,
- (36) using wire/wireless detectable device as motion detector sensor,
- (37) using wire/wireless detectable device as video camera, or
- (38) using wire/wireless detectable device as any operative one,
- (39) detectable device having heating effect against snow,
- (40) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (41) composition including any material of making and necessary parts.

Referring to the specification by page 5 line(s) 22-26, page 6 line(s) 1-4 drawing(s) FIG. 1-2, 32 and reference paragraph(s) [0054] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/new pedal to brake to halt transportation running and braking is locked by iron switches of inside motor to edge points of its inner triangle wheel or similar locking device at braking position, where motor is turned off prior to locking, where brake is to be released by driver button switching motor on spin and spring force, spring force including a ball bearing with pin is fixed firmly at the surface of

wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake. We fix brake motor between two strong springs to support its spin and motor is linked with arm at its end to frame letting motor move at its specific position.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure:
- (2) triangle wheel structure for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) triangle wheel including as object rotating to press on pedal,
- (10) triangle wheel including fixed with axis of motor,
- (11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including locked by iron switches of motor to its inner triangle wheel,
- (14) iron switches of motor including having function of turning motor off prior to locking,
- (15) iron switches of motor including having function of locking effect,
- (16) iron switch including any operative one,
- (17) inner triangle wheel including any operative one,

- (18) switch device,
- (19) brake releasing including automatic releasing brake of mini-motor,
- (20) brake including to be released by driver button and spring force,
- (21) driver button releasing including for switching motor on rotating at the same/opposite spin,
- (22) spring force including a ball bearing with pin fixed firmly at the surface of wheel nearby its flat part corner where a spring fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake pedal,
- (23) a ball bearing with pin including fixed firmly at the surface of wheel nearby its flat part corner,
- (24) a spring including for fixing from pin to a moving ball of motor frame pulling wheel at the releasing position,
- (25) any spring force including for reversing wheel spin to initial position so as to unlock the brake,
- (26) a frame including for fixing a braking motor on/in it,
- (27) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (28) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (29) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 5-11, drawing(s) FIG. 3-5 and reference paragraph(s) [0055] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “triangle wheel structure Duo for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal part to brake to halt transportation running and braking is locked by motor lock device to bracket arm of triangle wheel at braking position after motor is turned off by switch, where brake is to be released by driver’s button to unlock wheel rotating wheel to iron bar blocked at wheel bracket and spring force including motor is linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin, motor is fixed between two supporting springs ending with an arm to the frame letting motor move at specific position.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure Duo:
- (2) triangle wheel structure Duo for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) triangle wheel including as object rotating to press on pedal,

- (10) triangle wheel including fixed with motor axis,
- (11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (12) braking including switch for turning motor off prior to locking,
- (13) lock device including for locking to maintain braking,
- (14) bracket arm including for locking by lock device,
- (15) braking including locked by motor lock device to bracket arm of triangle wheel at braking position,
- (16) pedal or automatic braking pedal,
- (17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (18) brake including to be released by driver's button and spring force,
- (19) brake releasing including automatic releasing brake of mini-motor,
- (20) brake releasing including wheel rotating to iron bar blocked at wheel bracket,
- (21) iron bar including for blocking to wheel bracket,
- (22) wheel bracket including for blocking to iron bar,
- (23) spring including for drawing back at position,
- (24) ball bearing including for facilitating its pin at movement,
- (25) spring force including motor linked with a spring to pull triangle wheel by its pin rotating a ball bearing on back spin,
- (26) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (27) a frame including for fixing a braking motor on/in it,
- (28) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (29) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 12-19, drawing(s) FIG. 6-10 and reference

paragraph(s) [0056] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure Du for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal to brake to halt transportation running, braking is locked by motor lock device to wheel bracket arm after motor turned off by switch, where brake is to be released by driver's button drawing to unlock wheel rotating motor back to block wheel arm to motor bar and rewind spring or using double spinning motor, driver's button is drawn on releasing and wheel bracket will be locked at switch device turning motor off at back spin, motor ending with arm is fixed by two springs in a frame."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure Du:
- (2) triangle wheel structure Du for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on

traveling way,

(7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,

(8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),

(9) triangle wheel including as object rotating to press on pedal to brake,

(10) triangle wheel including fixed with motor axis,

(11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,

(12) pedal or automatic braking pedal,

(13) braking including switch for turning motor off prior to locking,

(14) braking including locked by motor lock device to bracket arm of triangle wheel during braking,

(15) lock device including for locking to maintain braking,

(16) bracket arm including for locking by lock device,

(17) driver's button for releasing including drawing to unlock lock device to rotate motor back spin and rewind spring, or

(18) brake releasing including automatic releasing brake of mini-motor,

(19) wheel arm including for blocking to motor bar,

(20) motor bar including for blocking to wheel arm,

(21) motor rewind spring including for rewinding motor at back spin,

(22) brake including to be released by driver's button drawing to rotate motor back to block wheel arm to motor bar and rewind spring or

(23) rewind spring including using any spring force,

(24) using double spinning motor including driver's button drawn on releasing and

(25) wheel bracket including to be locked at switch device turning motor off at back spin,

(26) supporting springs including for fixing a braking motor supporting it on its braking movement,

(27) a frame including for fixing a braking motor on/in it,

(28) arm including motor fixed with an arm at its end to frame letting motor move at specific

position,

(29) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or

(30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 20-27, page 7 line 1, drawing(s) FIG. 11-12 and reference paragraph(s) [0057] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "round wheel structure Duo-A for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake to halt transportation running, where braking is locked by motor lock device to wheel bracket arm or to locking holes on inner wheel, after motor is turned off by switch, brake is to be released unlocking lock device by driver's button contact and motor rewind spring at back spin or using double spinning motor including one spin to brake and the other spin to release by driver's button rotating motor wheel to an off switch, motor is fixed between two supporting springs and holds an arm moving at specific position in the frame."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph, elements, step plus function, including:

- (1) round wheel structure Duo-A:
- (2) round wheel structure Duo-A for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as round wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including as object rotating to press on pedal,
- (10) motor axis including fixed between center and rim part of a round wheel,
- (11) motor wheel including rotating at its summit pushing on pedal part to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including locked by motor lock device to wheel bracket arm,
- (14) bracket arm including for locking by lock device,
- (15) lock device including for locking to maintain braking,
- (16) switch including for turning motor off prior to locking,
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (19) motor rewind spring including for rewinding motor at back spin,
- (20) rewind spring including using any spring force,
- (21) brake including to be released by driver's button and rewind spring at back spin, or
- (22) using double spinning motor,
- (23) using double spinning motor including one spin to brake and the other spin to release by

- driver's button rotating motor wheel to switch off/using button,
- (24) an off-switch including for turning motor off or using switch button instead,
- (25) supporting springs including for fixing a braking motor supporting it on braking movement,
- (26) a frame including for fixing a braking motor on it,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (29) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 2-10, drawing(s) FIG. 13-14 and reference paragraph(s) [0058] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "round wheel structure Duo-a for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake, where braking is locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin during braking after motor is turned off by switch, brake is to be released by driver's button on rotating releasing and spring force including a ball bearing with pin is fixed firmly at the surface edge

of round wheel where a spring is fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake, single spin motor is equipped in a frame with springs to support its movement.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) round wheel structure Duo-a:
- (2) round wheel structure Duo-a for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as round wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s)/sensing/detecting device(s) including for sensing/detecting an obstacle and switching brake motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including as object rotating to press on pedal,
- (10) motor axis fixing between center and rim part of a round wheel,
- (11) motor wheel including rotating at its summit pushing on pedal part to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin,
- (14) lock device including for locking to maintain braking,
- (15) inner wheel including having first and second lines of two holes each,
- (16) switch including for turning motor off prior to locking,
- (17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,

- (18) spring force including for springing back releasing,
- (19) brake releasing including automatic releasing brake of mini-motor,
- (20) brake including to be released by driver's button on rotating releasing and spring force,
- (21) spring including for drawing back at position,
- (22) ball bearing including for facilitating its pin at movement,
- (23) moving ball including for holding spring at movement,
- (24) spring force including a ball bearing with pin fixed firmly at the surface edge of round wheel where a spring fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake,
- (25) a frame including for fixing a braking motor on/in it,
- (26) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (27) a frame including for equipping a single spin motor in/on it,
- (28) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (29) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 11-18, drawing(s) FIG. 15-16 and reference paragraph(s) [0059] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "screw & unscrew structure Duo-B for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose toothed spindle engages through outlet gear-nut of spring supporting frame screwing out pressing on pedal part or automatic brake pedal to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released by driver's button and spring force including spindle slotted into spring before inserting to gear-nut or motor ending spring linked to frame. If double rotating motor is used, driver's contact is to release and a switch may be added letting back spinning motor off."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) screw & unscrew structure Duo-B:
- (2) screw & unscrew structure Duo-B for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as screw & unscrew structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected electrically operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor/unit on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) braking motor with a toothed spindle including for applying brake,
- (10) gear-nut of spring supporting frame including for holding motor letting spindle move through it,
- (11) brake motor toothed spindle engaging through outlet gear-nut of spring supporting frame,
- (12) pedal or automatic brake pedal including for braking use,
- (13) brake motor toothed spindle screwing out through frame outlet gear-nut pressing on

pedal part to brake,

- (14) lock device including for locking to maintain braking,
- (15) switch including for turning motor off prior to locking,
- (16) braking including locked by lock device of frame to motor end part,
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) spring force including spindle slotted into spring before inserting to gear-nut or
- (20) spring force including motor ending spring linked to frame or
- (21) double rotating motor if used including one spin to brake, the other spin to release,
- (22) driver's contact including to release double rotating motor as with a switch for turning motor off,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 19-27, drawing(s) FIG. 17-18 and reference paragraph(s) [0060] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "axis-gear structure Duo-C for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is installed for/in motor-vehicle/transportation and connected electrically wire/wireless sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor, an axis with grooved end part held by a roller rotated by a gear of motor through a frame tube

outlet pressing on pedal part to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released unlocking lock device by driver's button and spring force including motor rewind spring, spring linked at end axis to the frame or rewind spring of automatic brake pedal, if we use double revolving motor, releasing is by driver's contact and switch is for turning motor off at back spin, motor is installed between supporting springs of frame."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) axis-gear structure Duo-C:
- (2) axis-gear structure Duo-C for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as axis-gear structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) axis with grooved end part including for braking to press on pedal,
- (10) axis with grooved end part rotated by a gear of motor held by a roller through a frame tube outlet pressing on pedal part to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including locked by lock device of frame to axis,
- (13) lock device including for locking to maintain braking,
- (14) switch including for turning motor off prior to locking,
- (15) driver's button releasing including drawing to unlock lock device,

- (16) brake including to be released by driver's button and spring force,
- (17) spring force including motor rewind spring for rewinding motor back, or
- (18) spring force including spring linking at end axis to the frame or
- (19) spring force including rewind spring of automatic brake pedal or
- (20) double rotating motor if used including one spin to brake, the other spin to release,
- (21) driver's contact including to release brake on double rotating motor at back spin, or with a switch for turning motor off,
- (22) supporting spring including spring(s) for fixing braking motor supporting it on braking movement,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 1-9, drawing(s) FIG. 19-20 and reference paragraph(s) [0061] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "extra outlet structure Duo-D for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod

of an extra brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) extra outlet structure Duo-D:
- (2) extra outlet structure Duo-D for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as extra outlet structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including fixed with motor axis,
- (10) a connecting rod kit including its head part housed a ball bearing with a pin fixed between center and rim of a round wheel,
- (11) a connecting rod kit including linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder,
- (12) extra brake outlet rod moved by connecting rod kit for braking,
- (13) motor including rotating round wheel of connecting rod kit for braking,
- (14) pedal or automatic braking pedal,
- (15) braking including locked to connecting rod arm by lock device of frame,

- (16) lock device including for locking to maintain braking,
- (17) switch including for turning motor off prior to locking,
- (18) driver's button releasing including drawing to unlock lock device,
- (19) brake including to be released by driver's button and spring force,
- (20) spring force including under brake outlet rod revert spring force, or
- (21) spring force including motor rewind spring at motor back spin,
- (22) double rotating motor if used including one spin to brake, the other spin to release,
- (23) driver's contact including to release brake on double rotating motor at back spin,
- (24) supporting spring including for fixing braking motor supporting on braking movement,
- (25) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (26) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 10-17, drawing(s) FIG. 21-22 and reference paragraph(s) [0062] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "moving frame structure Duo-E for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on oscillator to move forward or backward a complete unit on which head part of a connecting rod kit in air releasing spring unit is linked roller pin to an extra brake outlet rod aside, the end part of connecting rod kit is

fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame, the round wheel will move to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking replacing a motor to halt transportation running, where braking is locked by lock device and brake releasing is to be unlocked to disconnect (to release) round wheel from engine wheel by driver's contact, using fluid hose for moving adaptation."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) moving frame structure Duo-E:
- (2) moving frame structure Duo-E for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as moving frame structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including sensing/detecting an obstacle and operating oscillator to move a complete unit on bearing,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) oscillator,
- (10) extra brake outlet rod including for braking use,
- (11) roller pin including for holding two parts on spin,
- (12) ball bearing including for holding two parts on spin,
- (13) a complete unit on which head part of a connecting rod kit in air releasing spring unit linked roller pin to an extra brake outlet rod aside,
- (14) the end part of connecting rod kit fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame,

- (15) the round wheel moving to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of engine double pulley rotated by vehicle/transportation engine for braking,
- (16) a connecting rod kit in air releasing spring unit for moving forward on braking or backward on releasing,
- (17) extra brake outlet rod including linking roller pin with a connecting rod kit in air releasing spring unit,
- (18) lock device including for locking to maintain braking,
- (19) braking including locked by lock device, to be unlocked releasing by driver's contact,
- (20) driver's button releasing including drawing to unlock lock device and to disconnect (to release) round wheel from engine wheel and spring force,
- (21) hose including for fluid use,
- (22) using fluid hose including for moving adaptation,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 18-24, drawing(s) FIG. 23-24 and reference paragraph(s) [0063] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "bracket drive structure Duo-F for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the support spring

motor on driving its rectangular bracket between two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity that bar outer part presses against pedal part or automatic brake pedal to brake, where braking is locked by lock device after motor is turned off by switch and spring force releases reacted by driver's button."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) bracket drive structure Duo-F:
- (2) bracket drive structure Duo-F for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as bracket drive structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) rectangular bracket including fixed with motor axis for driving to apply brake,
- (10) springs including for springing back at position,
- (11) pedal or automatic braking pedal,
- (12) braking motor driving its rectangular bracket between two springs for linking both ends of a motor frame and bar with a pin moving in its frame cavity that bar outer part pressing against pedal part or automatic brake pedal to brake,
- (13) a frame with cavity including for letting pin of bar moving in it,
- (14) bar with a pin including for holding in frame on movement,
- (15) support springs including springs for fixing braking motor supporting it on braking movement,

- (16) switch including for turning motor off prior to locking,
- (17) lock device including for locking to maintain braking,
- (18) braking including bar locked by lock device of frame,
- (19) driver's button releasing including drawing to unlock lock device and spring force,
- (20) spring force including for releasing reacted by driver's button,
- (21) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (22) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 25-27, page 9 line(s) 1-3, drawing(s) FIG. 25-26 and reference paragraph(s) [0064] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "direct spin structure Duo-G for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns spring supporting motor on rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, where brake is to be released by driver's button and motor rewind spring, if a double rotating motor is used at back spin and released by contact, with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) direct spin structure Duo-G:

- (2) direct spin structure Duo-G for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as direct spin structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) bar including for fixing with motor axis,
- (10) pedal or automatic braking pedal,
- (11) motor bar including rotating by motor pressing on pedal or automatic brake pedal to brake,
- (12) support springs including for fixing braking motor supporting it on braking movement,
- (13) switch including for turning motor off prior to locking,
- (14) lock device including for locking to wheel,
- (15) inner wheel including for locking by lock device,
- (16) inner wheel inside motor including for locking by lock device during braking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) brake including to be released by driver's button and motor rewind spring, or
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor if used at back spin and released by contact as with an off-switch,
- (22) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (23) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 4-9, drawing(s) FIG. 27-28 and reference paragraph(s) [0065] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "oval wheel structure Duo-H for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its oval wheel pressing on pedal or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, wheel is locked by lock device during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) oval wheel structure Duo-H:
- (2) oval wheel structure Duo-H for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as oval wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected electrically operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,

- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) oval wheel including fixed with motor axis,
- (10) pedal or automatic braking pedal,
- (11) motor including rotating its oval wheel pressing on pedal or automatic brake pedal to brake,
- (12) support springs including for fixing braking motor supporting it on braking movement,
- (13) switch including for turning motor off prior to locking,
- (14) bracket arm including for blocking to bar,
- (15) iron bar including for blocking to bracket arm,
- (16) lock device including for locking to maintain braking,
- (17) the wheel including having a bracket arm to blockade itself at motor iron bar and wheel locked by lock device during braking,
- (18) driver's button releasing including drawing to unlock lock device,
- (19) motor rewind spring including for rewinding motor at back spin,
- (20) brake including to be released by driver's button and motor rewind spring or
- (21) double rotating motor including one spin to brake, the other spin to release,
- (22) double rotating motor used at back spin with an off-switch, released by contact,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 10-16, drawing(s) FIG. 29-30 and reference paragraph(s) [0066] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel

structure Duo-I.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph: every means plus function:

Basis of "hexagonal wheel structure Duo-I for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its hexagonal wheel pressing on pedal part or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph, elements, step plus function, including:

- (1) hexagonal wheel structure Duo-I:
- (2) hexagonal wheel structure Duo-I for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as hexagonal wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) hexagonal wheel including fixed with motor axis,

- (10) pedal or automatic braking pedal,
- (11) motor rotating its hexagonal wheel pressing on pedal or automatic brake pedal to brake,
- (12) support springs including for fixing braking motor supporting it on braking movement,
- (13) switch including for turning motor off prior to locking,
- (14) bracket arm including for blocking to bar,
- (15) iron bar including for blocking to bracket arm,
- (16) lock device including for locking to maintain braking,
- (17) inner wheel including for locking by lock device,
- (18) the wheel including having a bracket arm to blockade itself at motor iron bar and inner wheel locked by lock device during braking,
- (19) driver's button releasing including drawing to unlock lock device and spring force,
- (20) motor rewind spring including for rewinding motor at back spin,
- (21) double rotating motor including one spin to brake, the other spin to release,
- (22) double rotating motor at back spin including for releasing by contact or with an off-switch,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 10 line(s) 1-4 and reference paragraph(s) [0069] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) sensing/detecting free, of automatic releasing process.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "automatic releasing process for releasing the brake for/of Detectable

automatic braking system: as once sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and installed for/in transportation sensing/detecting an obstruction on traveling way and reacting both operating of motor braking and pressing switch-button on/standby of mini-motor which will rotate to draw by cable/any unlock lock device resulting from earlier pressing action to release the brake unit automatically just after radar(s) detects free.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic releasing process:
- (2) automatic releasing process for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic releasing process for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (6) sensor(s)/radar(s)/any including connected operating with braking unit/motor,
- (7) sensor(s)/radar(s) or detectable device(s) including sensing/detecting an obstacle and switching on both operating of motor braking and pressing button on/standby of mini-motor,
- (8) mini-motor including for rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after sensor(s)/radar(s) sensing/detecting free,
- (9) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (10) button of mini-motor including electric button to turn motor on/off,
- (11) mini-motor including for drawing to unlock lock device,
- (12) lock device including for locking to maintain braking,
- (13) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (14) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 20-26, drawing(s) FIG. 9, 20, 38 and reference

paragraph(s) [0068] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis/bases of "lock device and useful parts for/of Detectable automatic braking system: as brake motor is fixed with/between supporting springs, appropriate motor is used to rotate at a speed to brake a vehicle fast enough to stop its running, if using a motor spins at both sides: one side to brake and the other side to release at low speed replacing spring force which is used for releasing the brake to initial position after braking in which electric motor/braking unit is used for rotating a braking object to apply brake against pedal. Lock device is installed for locking firmly the brake or its relating part to maintain braking during which automatic braking is operating just after a switch or similar operation/device turns brake motor off, lock device: as it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part blocked in it as locking and one end of rod is linked a cable/rod to be released by drawing."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) lock device and useful parts:
- (2) lock device and useful parts for/of detectable automatic braking device including possessing any operative feature and capability of making them,
- (3) example type of lock device and useful parts for/of detectable automatic braking device:
- (4) brake motor including for rotating to apply brake,

- (5) supporting springs including for fixing braking motor supporting it on braking movement,
- (6) brake motor including fixed between supporting springs,
- (7) appropriate motor including for rotating at appropriate speed,
- (8) appropriate motor used rotating to brake at a speed efficiently fast to halt transportation/ motor-vehicle running,
- (9) motor spinning at both sides including motor rotating at right and left sides,
- (10) if motor spinning at both sides including one spin to brake and the other to release at low speed replacing spring force,
- (11) spring force including used for releasing the brake to initial position after braking,
- (12) switch including for turning brake motor off prior to braking,
- (13) lock device including for locking to maintain braking,
- (14) lock device including having a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking,
- (15) lock device including end of rod linked to a cable/rod to be released by drawing,
- (16) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (17) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 6-11, drawing(s) FIG. 42 and reference paragraph(s) [0074] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for sensing/detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "automatic water switch for stopping transportation on wet sooner for/of Detectable automatic braking system: as automatic water switch is installed for/in

transportation/motor-vehicle to be connected by raining water as in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping motor-vehicle running on wet against obstacle on traveling way when it rains to turn sensor/radar on in which the plastic box/container has a level outlet let water flow down, the wind will blow drying water to extinguish the function of sensor/radar after raining is over.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic water switch:
- (2) automatic water switch for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic water switch for/of detectable automatic braking device:
- (4) an open box/container of automatic water switch including having a level outlet including where electric wires to be conducted by raining water,
- (5) electric wires including for conducting (second) front sensor/radar and automatic braking unit,
- (6) a level outlet of the plastic box/container including for letting water flow down in full,
- (7) the wind will blow drying water to extinguish the function of radar after raining is over,
- (8) (second) front sensor/radar including for sensing/detecting at longer distance on traveling way,
- (9) (second) front sensor/radar including connected operating with braking unit/motor,
- (10) automatic braking unit including for applying brake by itself reacted by such sensor/radar sensing/detecting an obstacle,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 20-25 and reference paragraph(s) [0076] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) sensing/detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "automatic lower speed system/device for lowering motor vehicle speed for/of Detectable automatic braking system: as once obstruction being detected on traveling way, (third) sensor/radar is connected wire/wireless and installed for/in motor-vehicle/transportation to react automatically both turning motor on braking and pressing switch-button of mini-motor on the way of releasing then drawing to unlock lock device during which sensor(s)/radar(s) senses/detects free to lower motor-vehicle speed safely at the longest distance, or a second braking unit without lock is used for third sensor/radar operation, where a revert timer is installed to switch third sensor/radar off for certain minutes/any letting vehicles approach closer during heavy traffic."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic lower speed system:
- (2) automatic lower speed system for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic lower speed system for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) (third) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting at the

longest distance on traveling way,

(7) (third) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching motor/unit on braking to lower motor vehicle speed safely,

(8) (third) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and pressing switch-button of mini-motor on the way of releasing,

(9) mini-motor including for drawing to unlock lock device releasing brake during which sensor(s)/radar(s) sensing/detecting free,

(10) a second braking unit without lock,

(11) a second braking unit without lock including for interacting with third sensor/radar,

(12) a revert timer including for turning third sensor/radar off,

(13) a revert timer including for switching third sensor/radar off for certain time letting motor-vehicles approach closer during heavy traffic,

(14) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or

(15) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 1-5, drawing(s) FIG. 32, 34 and reference paragraph(s) [0073] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic safety system for verifying the automatic braking system in operation for/of Detectable automatic braking system: as color signal sonorous lamp device or recorded message recorder for/in motor-vehicle/transportation is connected being “on”

sounding/speaking to driver while entire braking system is connected being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finds impossible to balance one’s motor-vehicle on ice-covered road if braking operating, or a thermostat is as well installed to disconnect color signal sonorous lamp/message recorder in winter snow instead.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic safety system:
- (2) automatic safety system for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic safety system for/of detectable automatic braking device:
- (4) color signal sonorous lamp device or recorded message recorder,
- (5) color signal sonorous lamp device or recorded message recorder including connected for sounding/speaking to driver,
- (6) entire detectable automatic braking system including connected among them,
- (7) color signal sonorous device or recorded message recorder being “on” showing to driver while entire braking system being “off”,
- (8) contact for driver including connected for switching the entire system off when necessary,
- (9) thermostat including connected for reacting to operate by temperature of climate,
- (10) a thermostat including for disconnecting color signal sonorous lamp device/message recorder in winter snow,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.

Referring to the specification by page 13 line(s) 1-6 and reference paragraph(s) [0080] as claim 2 below:

Detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements,

composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic braking system/device, automatic stop lamp system, detectable automatic (alarm) systems and any of the disclosed invention in these documents: including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modification, replacement of parts assembled to make up the same system(s)/device(s) or to perform similar device(s) referring to their original fundamentals to the same effect and/or combining the invention with any device or system using any name is/are in the scope of the protection of the invention, the invention be used everywhere.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) the original elements of the invention in these documents covering:
- (2) the original elements of the invention including the invention device(s), system(s), item(s),
- (3) the original elements of the invention including the invention made and carried out in any way,
- (4) the original elements of the invention including putting the written invention into practice of safe manner in use,
- (5) the original elements of the invention including the original idea based on which the invention(s) being created,
- (6) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) which reproducible by

- any specialist/one in the field from the elements of the original structure(s) of the invention,
- (7) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field from the elements of example type(s) written in the invention,
- (8) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field based on the unique idea of the disclosure of the invention,
- (9) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any reproduction of the invention having the same/similar effect by using any name, naming, wording, language, form and/or anything,
- (10) the original elements of the invention including the invented origin reserving its original right to receive any new technology/technique adaptable in use with/to the invention device(s) having the same/similar outcome under the scope of the protection of the invention,
- (11) the original elements of the invention including selling/offering for sale the invention item(s) in part(s)/whole unit,
- (12) the original elements of the invention including a part/parts/the whole and/or anything of the invention,
- (13) the original elements of the invention including adding any additional part/unit to the invention device(s),
- (14) the original elements of the invention including reducing any part/part(s) from the invention device(s),
- (15) the original elements of the invention including since the basis/bases of “detectable automatic braking device with any of the disclosed invention” disclosed, it covering any electrical, technical, mechanical methods and/or anything constructed for making up any operative device(s) of the invention including a part/parts/the whole under the scope of the protection of the invention,
- (16) composition of the invention including any material of making, any energy of operating, necessary parts, anything for constructing an operative device of the invention,

- (17) function of the invention including operating the invention separately,
- (18) function of the invention including operating the invention in combination,
- (19) function of the invention including operating the invention in its logical order,
- (20) function of the invention including every function/operation of the invention in any way,
- (21) function of the invention including operating the invention in transportation on traveling way,
- (22) structures of the invention including constructing any operative device having the same/similar outcome based on its invented basis/bases beyond/among those created structures,
- (23) structures of the invention written as example types so the disclosed basis/bases covering any operative structure(s) of making the same/similar invention device(s) including a part, parts and/or the whole,
- (24) structures of the invention including any extension in size and anything of the invention,
- (25) process of making including any method and process of making for constructing any operative item(s) of the disclosed invention,
- (26) contents of the invention document including the disclosed and written contents being in the role of features based on which the invention device(s) constructed,
- (27) contents of the invention including any part as needed to construct the operative invention device(s),
- (28) illustrations of the invention including materializing the illustration(s)/drawing(s) of the invention(s) into practice,
- (29) installation of the invention including any electrical, technical & mechanical methods installed for making up the operative device(s),
- (30) installation of the invention including any connection as wire/wireless, electrical/ electronic field,
- (31) any other structures including any structure for making up any operative device based on the invented basis/bases of the invention including a part/the whole,
- (32) modification of the invention including any modification of the invention including a part/parts/the whole,

- (33) replacement of parts including any replacement of part(s)/process/anything assembled to make up the same systems or to perform similar devices referring to their original fundamentals operating to the same effect,
- (34) the original fundamentals of the invention including any operative method in electrical, technical & mechanical fields constructed for making up any operative device(s) based on the invented fundamentals of the invention including a part/the whole,
- (35) the original fundamentals of the invention including the said invention to be written and claimed describing in any wording, language, naming, form and/or any under the scope of the protection of the invention,
- (36) combining the invention with any device using any name,
- (37) combining the invention with any system using any name,
- (38) combining the invention with any other device/system including microprocessor in use,
- (39) combining the invention with any other device/system including processor in use,
- (40) combining the invention with any other device/system including programmer in use,
- (41) combining the invention with any other device/system including computer-PC in use,
- (42) combining the invention with any other device/system including operating the invention with/under satellite network,
- (43) combining the invention with any device/system including new technology in use,
- (44) combining the invention with any device/system including new technique in use,
- (45) combining the invention with any other device/system including anything,
- (46) combining the invention with any device/system including new technique/technology in part(s) or in whole operating to the same/similar effect of the invented basis/bases,
- (47) combining the invention with anything including in production, using, selling, offering for sale and/or any of the invention device(s) under any name(s),
- (48) the scope of the protection of the invention including any acting violating the interest of the invention(s) under lawful protection,
- (49) the scope of the protection of the invention including equipment/instrument carried by driver/user operating the invention in transportation on traveling way,
- (50) the scope of the protection of the invention including the invention item(s) protected anything in its links both in singular unit/plural quantities, with one/more, a unit/group of

them, a group/a unit among them, regardless being written in one,

(51) the scope of the protection of the invention including wording(s) of the written invention protected in both singular and plural forms of its meaning regardless being written in one (singular/plural) form,

(52) the scope of the protection of the invention including covering any descriptive language to describe the process of making the operative invention(s), regardless being written in any grammatical tense,

(53) the scope of the protection of the invention including the invented basis/bases reserving its original right to correct/improve any error, defect, malfunction and/or anything if existing in the written contents and/or drawings for making the operative device(s) of the invention(s),

(54) the scope of the protection of the invention including anything made by simplification of certain part(s) in/of the invention device(s),

(55) the scope of the protection of the invention including anything made of manifold functions of/in any of the invention device(s),

(56) the scope of the protection of the invention including anything made/used having the same/similar result of the invention device(s),

(57) the invention used including specific use of the invention(s),

(58) the invention used including extra use of the invention(s),

(59) the invention used including particular using of certain item(s) disclosed, and/or

(60) the invention used everywhere including the invention used in any field, anywhere as desirable.”

Referring to the specification by page 12 line(s) 23-28, drawing(s) FIG. 43 and reference paragraph(s) [0079]:

Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including:

Extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone

limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph: every means plus function:

Basis of “automatic stop lamp device for traffic light safe system: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam from higher-level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph, elements, step plus function, including:

- (1) automatic stop lamp system/device:
- (2) automatic stop lamp system/device including possessing any operative feature and capability of making it,
- (3) example type of automatic stop lamp system for/of detectable automatic braking device:
- (4) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless to traffic light, or
- (5) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless in area nearby in operation,
- (6) lamp beam having capability to react sensor(s)/radar(s) of front motor-vehicles approaching,
- (7) extra lamp(s)/bulb(s) including installed at a position to focus its beam at sensor(s)/radar(s) of such front motor-vehicles to react operation of their detectable automatic braking devices,
- (8) extra lamp(s)/bulb(s) including installed to focus its beam at lighting zone limit to stop motor-vehicles advancing on red,
- (9) connection including any operative connection, installation, operation powered by electricity/battery/any, and/or
- (10) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 26, page 12 line(s) 1-2 and reference paragraph(s) [0077] as claim 3 below:

and Detectable automatic alarm systems using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as detectable automatic alarm device is connected wire/wireless and installed for using in/on any kind of engine/motor vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) Detectable automatic alarm system/device:
- (2) Detectable automatic alarm system/device including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic alarm system/device for/of detectable automatic braking device:
- (4) detectable automatic alarm device including connected equipping in/for motor vehicle of any kind,
- (5) detectable automatic alarm device including connected equipping in/for engine vehicle of any kind,
- (6) detectable automatic alarm device including connected equipping in/for automobile of any kind,
- (7) detectable automatic alarm device including connected equipping in/for car of any kind,
- (8) detectable automatic alarm device including connected equipping in/for truck of any kind,
- (9) detectable automatic alarm device including connected equipping in/for bus of any kind,
- (10) detectable automatic alarm device including connected equipping in/for van of any kind,

- (11) detectable automatic alarm device including connected equipping in/for train of any kind,
- (12) detectable automatic alarm device including connected equipping in/for motorcycle of any kind,
- (13) detectable automatic alarm device including connected equipping in/for airplane of any kind,
- (14) detectable automatic alarm device including connected equipping in/for ship of any kind,
- (15) detectable automatic alarm device including connected equipping in/for any other(s),
- (16) detectable automatic alarm device connected equipping in/for any other(s) including high speed train, underground train, aircraft, helicopter, carrier, any operative one(s),
- (17) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (18) composition including any material of making and necessary parts.

Referring to the specification by page 12 line(s) 7-10 and reference paragraph(s) [0077] as claim 3 below:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation connecting device to sound sonorous alarm or speak recorded message to driver and indicator shows color signal lamp: right or left side is detected on traveling way once running motor-vehicles extremely approach each other.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic alarm device/system:

- (2) detectable automatic alarm device/system including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic alarm system for/of detectable automatic braking device:
- (4) sensors/radars or detectable devices,
- (5) sensors/radars or detectable devices including installed at both sides of a motor-vehicle/ transportation for sensing/detecting on traveling way,
- (6) sensors/radars or detectable devices including connected accordingly to sonorous alarm/ recorded message device,
- (7) sensors/radars or detectable devices including sensing/detecting the approached vehicle/ obstacle and turning sonorous alarm/recorded message device on,
- (8) device of sonorous alarm or recorded message including reacted by sensor(s)/radar(s) to sound/speak to driver,
- (9) indicator showing color signal lamp,
- (10) color signal lamps shown on indicator including right or left side detected by sensor(s)/ radar(s),
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.

Referring to the specification by page 12 line(s) 3-6 and reference paragraph(s) [0077] as claim 3 below:

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back sensing/detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as extra sensors/ radars or detectable devices are connected accordingly wire/wireless and equipped on/for

right & left mirror sides of motor-vehicle/transportation for as back sensing/detecting on traveling way, a sensor/radar is switched on by signal lamp switch during turning connecting sonorous signal alarm/voice device to sound/speak to driver shown on indicator if (rear) vehicle is detected by a sensor/radar at a distance while signal turning lamp is on.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic alarm system,
- (2) detectable automatic alarm system including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic alarm system for/of detectable automatic braking device:
- (4) sensors/radars or detectable devices,
- (5) sensors/radars or detectable devices including connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation,
- (6) a sensor/radar or detectable device including switched on by signal lamp switch on traveling way during turning,
- (7) sensor/radar or detectable device of mirror side of motor-vehicle/transportation including for as back sensing/detecting during turning,
- (8) a sensor/radar or detectable device including switching the device on sounding/speaking to driver if (rear) vehicle detected at a distance while signal turning lamp on,
- (9) sensors/radars or detectable devices including connected sonorous (signal) alarm/voice recorded device,
- (10) sonorous (signal) alarm device sounding or voice recorded device speaking including to driver shown on indicator,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.

(H) Grounds of rejection to be reviewed on appeal page(s): 4 pages.

Claim rejections - 35 USC 112:

Appellant presents in this section a concise statement of each ground of rejection presented for review:

Detailed action

A quotation of the second paragraph of 35 U.S.C 112:

1. The specification of each claim is to define the invention in "Elements and inventive steps" section of appeal brief in the manner required by 35 USC 112, second paragraph.

Claim 1-3 rejections - the second paragraph of 35 U.S.C 112:

2. The specification of each claim is to define the invention in "Elements and inventive steps" section of appeal brief,

The subject matter which the applicant regards as his invention is:

Claim 1:

Basis of "Detectable automatic braking device/system for stopping traffic accident includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), including:

sensor(s)/radar(s) or detectable device(s) is equipped as in the front (top) part of motor vehicle and connected electrically for sensing/detecting at a distance on traveling way, once obstruction being detected, sensor(s)/radar(s) switches braking unit on to brake the motor vehicle automatically to stop its running, turned on operating by key contact,

sensor(s)/radar(s) or detectable device(s) is equipped as at its rear (top) part of motor

vehicle and connected electrically for sensing/detecting at a distance during backing, turned on operating by rear backing lamp switch,

and a (third) radar/sensor is equipped as in the front part of motor vehicle to detect/sense and connected electrically device to sound sonorous alarm or to speak recorded message to driver at the earliest among other radars once obstruction detected/sensed by this radar/sensor so that driver is able to lower motor vehicle speed to avert automatic braking on traveling way, of automatic voice sound.”

Claim 2:

Basis of “Detectable automatic braking device/system for stopping traffic accident includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), and sensor(s)/radar(s)/detectable device(s) in use has capability to sense/detect, respond against obstacle and react braking unit to perform automatic braking on traveling way”, including:

basis of “braking by pressing or pulling operation and essential parts”, and equipping one example type(s) of automatic braking units/any for operating, including:

basis of “triangle wheel structure of automatic braking unit”,

basis of “triangle wheel structure Duo of automatic braking unit”,

basis of “triangle wheel structure Duo of automatic braking unit”,

basis of “round wheel structure Duo-A of automatic braking unit”,

basis of “round wheel structure Duo-a of automatic braking unit”,

basis of “screw & unscrew structure Duo-B of automatic braking unit”,

basis of “axis-gear structure Duo-C of automatic braking unit”,

basis of “extra outlet structure Duo-D of automatic braking unit”,

basis of “moving frame structure Duo-E of automatic braking unit”,

basis of “bracket drive structure Duo-F of automatic braking unit”,

basis of “direct spin structure Duo-G of automatic braking unit”,
 basis of “oval wheel structure Duo-H of automatic braking unit” and/or
 basis of “hexagonal wheel structure Duo-I of automatic braking unit”, interacting with
 basis of “automatic releasing process for releasing the brake”,
 basis of “lock device to maintain braking”,
 basis of “automatic water switch for stopping transportation on wet sooner”,
 basis of “automatic lower speed system for lowering motor vehicle speed”,
 basis of “automatic safety system for verifying automatic braking system in operation”,
 basis of “scope of protection of disclosed invention, of detectable automatic braking
 system/device, of automatic stop lamp device for traffic light safe system and of detectable
 automatic alarm device/system for safely driving”,

An example type of operative detectable automatic braking device is written as below:

basis of “extra outlet structure Duo-D for/of detectable automatic braking device: as
 key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed
 for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction
 being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round
 wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between
 center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod
 of an extra brake outlet built from original booster/master cylinder, for braking to move
 forward to halt transportation running, braking is locked to connecting rod arm by lock
 device of frame after motor is turned off by switch, brake is to be released by driver’s button
 drawing unlock lock device under revert spring force of brake outlet rod or driver’s button is
 used for a right & left spinning motor fixed with support spring.”

Claim 3:

Basis of “automatic stop lamp device for traffic light safe system for stopping
 transportation on red in zone limit: as extra lamp(s)/bulb(s) is equipped connecting to traffic
 light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles
 advancing that its beam of higher level/any has capability to react operation of detectable
 automatic braking device of sensor(s)/radar(s) of such front motor-vehicles”, and

basis of “detectable automatic alarm system for sounding driver used equipping for/in transportation of any kind including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other, including:

small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation for sensing/detecting extremely approached vehicle and connecting device to sound sonorous alarm or speak recorded message to driver on traveling way,

and sensors/radars or detectable devices are equipped on/for right & left mirror sides of motor-vehicle/transportation turned on by signal lamp switch for as back sensing/detecting at a distance during turning on traveling way and sonorous (signal) alarm or voice sounds/ speaks to driver shown on indicator if rear vehicle is sensed/detected by sensor/radar.”

3. Claims 1-3: the use of “etc” and “figures” are removed as instructed.

4, 5 This action is made final..

(I) Argument page(s): 60 pages.

“ARGUMENTS”

Claim rejections - 35 USC 112:

Appellant presents in this section a concise statement of each ground of rejection presented for review:

Detailed action

A quotation of the second paragraph of 35 U.S.C 112:

1. The specification of each claim is to define the invention in “Elements and inventive steps” section of appeal brief in the manner required by 35 USC 112, second paragraph.

Claim 1-3 rejections - the second paragraph of 35 U.S.C 112:

2. The specification of each claim is to define the invention in “Elements and inventive steps” section of appeal brief,

The subject matter which the applicant regards as his invention is:

Claim 1:

Basis of “Detectable automatic braking device/system for stopping traffic accident includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), including:

sensor(s)/radar(s) or detectable device(s) is equipped as in the front (top) part of motor vehicle and connected electrically for sensing/detecting at a distance on traveling way, once obstruction being detected, sensor(s)/radar(s) switches braking unit on to brake the motor

vehicle automatically to stop its running, turned on operating by key contact,

sensor(s)/radar(s) or detectable device(s) is equipped as at its rear (top) part of motor vehicle and connected electrically for sensing/detecting at a distance during backing, turned on operating by rear lamp backing switch,

and a (third) radar/sensor is equipped as in the front part of motor vehicle to detect/sense and connected electrically device to sound sonorous alarm or to speak recorded message to driver at the earliest among other radars once obstruction detected/sensed by this radar/sensor so that driver is able to lower motor vehicle speed to avert automatic braking on traveling way, of automatic voice sound.”

Claim 2:

Basis of “Detectable automatic braking device/system for stopping traffic accident, includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), and sensor(s)/radar(s)/detectable device(s) in use has capability to sense/detect, respond against obstacle and react braking unit to perform automatic braking on traveling way”, including:

basis of “braking by pressing or pulling operation and essential parts”, and equipping one example type(s) of automatic braking units/any for operating, including:

basis of “triangle wheel structure of automatic braking unit”,

basis of “triangle wheel structure Duo of automatic braking unit”,

basis of “triangle wheel structure Duo of automatic braking unit”,

basis of “round wheel structure Duo-A of automatic braking unit”,

basis of “round wheel structure Duo-a of automatic braking unit”,

basis of “screw & unscrew structure Duo-B of automatic braking unit”,

basis of “axis-gear structure Duo-C of automatic braking unit”,

basis of “extra outlet structure Duo-D of automatic braking unit”,

basis of “moving frame structure Duo-E of automatic braking unit”,
 basis of “bracket drive structure Duo-F of automatic braking unit”,
 basis of “direct spin structure Duo-G of automatic braking unit”,
 basis of “oval wheel structure Duo-H of automatic braking unit” and/or
 basis of “hexagonal wheel structure Duo-I of automatic braking unit”, interacting with
 basis of “automatic releasing process for releasing the brake”,
 basis of “lock device to maintain braking”,
 basis of “automatic water switch for stopping transportation on wet sooner”,
 basis of “automatic lower speed system for lowering motor vehicle speed”,
 basis of “automatic safety system for verifying automatic braking system in operation”,
 basis of “scope of protection of disclosed invention, of detectable automatic braking
 system/device, of automatic stop lamp device for traffic light safe system and of detectable
 automatic alarm device/system for safely driving”,

An example type of operative detectable automatic braking device is written as below:

basis of “extra outlet structure Duo-D for/of detectable automatic braking device: as
 key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed
 for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction
 being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round
 wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between
 center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod
 of an extra brake outlet built from original booster/master cylinder, for braking to move
 forward to halt transportation running, braking is locked to connecting rod arm by lock
 device of frame after motor is turned off by switch, brake is to be released automatically/by
 driver’s button drawing unlock lock device under revert spring force of brake outlet rod or
 driver’s button is used for a right & left spinning motor fixed with support spring.”

Claim 3:

Basis of “automatic stop lamp device for traffic light safe system for stopping
 transportation on red in zone limit: as extra lamp(s)/bulb(s) is equipped connecting to traffic
 light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles

advancing that its beam of higher level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles”, and

basis of “detectable automatic alarm system for sounding driver used equipping for/in transportation of any kind including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other, including:

small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation for sensing/detecting extremely approached vehicle and connecting device to sound sonorous alarm or speak recorded message to driver on traveling way,

and sensors/radars or detectable devices are equipped on/for right & left mirror sides of motor-vehicle/transportation turned on by signal lamp switch for as back sensing/detecting at a distance during turning on traveling way and sonorous (signal) alarm or voice recorder sounds/speaks to driver shown on indicator if rear vehicle is sensed/detected by sensor/radar.”

3. Claims 1-3: the use of “etc” and “figures” are removed as instructed.

4, 5 This action is made final..

Claim 1: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) referring to document data of the invention of:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
 - UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
 - The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,
 - International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and
- appellant states that the operative device of the applicant’s invention is:

Basis of “Detectable automatic braking device/system for stopping traffic accident includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar or any operating device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable

automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), including:

sensor(s)/radar(s) or detectable device(s) is equipped as in the front (top) part of motor vehicle and connected electrically for sensing/detecting at a distance on traveling way, once obstruction being detected, sensor(s)/radar(s) switches braking unit on braking the motor vehicle automatically to stop its running, turned on operating by key contact,

sensor(s)/radar(s) or detectable device(s) is equipped as at its rear (top) part of motor vehicle and connected electrically for sensing/detecting at a distance during backing, turned on operating by rear lamp backing switch,

and a (third) radar/sensor is equipped as in the front part of motor vehicle to detect/sense and connected electrically device to sound sonorous alarm or to speak recorded message to driver at the earliest among other radars once obstruction detected/sensed by this radar/sensor so that driver is able to lower motor vehicle speed to avert automatic braking on traveling way, of automatic voice sound.”

Referring to the specification by page 2 line(s) 3-5, page 5 line(s) 6-13, page 12 line(s) 11-16, reference paragraph(s) [0007], [0052], [0078], drawing(s) by FIG. 31-32:

Claim 1

What I claim as my invention is: Detectable automatic braking systems used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships., including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “Detectable automatic braking device/system includes having feature for applying brake by itself to halt motor-vehicle running on traveling way for stopping traffic accident whenever it receives the sensed signal or detected result of its front and/or rear sensor(s)/radar(s)/operative device(s) of motor-vehicle/transportation connected electrically

sensing/detecting a physical property or an obstruction in sensing/detecting zone, such device/system is used equipping for/in transportation of any kind including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or any other(s).”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) Detectable automatic braking system:
- (2) Detectable automatic braking system including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic braking device/system installation:
- (4) detectable automatic braking system/device including any operative device having capability of applying brake by itself reacted by sensor(s)/radar(s) or detectable device(s) sensing/detecting an obstacle,
- (5) detectable automatic braking system/device including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (6) detectable automatic braking system including used equipping for engine vehicle of any kind,
- (7) detectable automatic braking system including used equipping for motor-vehicle of any kind,
- (8) detectable automatic braking system including used equipping for automobile of any kind,
- (9) detectable automatic braking system including used equipping for car of any kind,
- (10) detectable automatic braking system including used equipping for truck of any kind,
- (11) detectable automatic braking system including used equipping for bus of any kind,
- (12) detectable automatic braking system including used equipping for van of any kind,
- (13) detectable automatic braking system including used equipping for train of any kind,
- (14) detectable automatic braking system including used equipping for tank of any kind,
- (15) detectable automatic braking system including used equipping for motorcycle of any kind,
- (16) detectable automatic braking system including used equipping for airplane of any kind,

- (17) detectable automatic braking system including used equipping for ship of any kind,
- (18) detectable automatic braking system including used equipping for any other(s),
- (19) detectable automatic braking system used equipping for any other(s) including high speed train, underground train, aircraft, helicopter, carrier, any operative one(s),
- (20) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (21) composition including any material of making and necessary parts.

Referring to the specification by page 5 line(s) 6-13, drawing(s) FIG. 31 and reference paragraph(s) [0052] as claim 1 below:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for sensing/detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “key to start, sensor(s)/radar(s) or detectable device(s) is connected electrically on and equipped including in the front (top) part of motor-vehicle for front sensing/detecting at a distance on traveling way, rear sensor(s)/radar(s) is connected electrically and equipped including at motor-vehicle rear (top) part through backing lamp switch switched on during backing for rear sensing/detecting at a distance on backing way, sensor(s)/radar(s) is connected to switch braking unit on to apply brake automatically to stop the motor-vehicle running whenever it senses/detects a physical property or an obstruction in its sensing/detecting zone.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) radar(s)/sensor(s)/or detectable device(s):
- (2) radar(s)/sensor(s)/or detectable device(s) including possessing any operative feature and capability of making it for using in the invention device(s),

- (3) example type of installation of detectable device(s):
- (4) radar(s)/sensor(s) including connected electrically wire/wireless and equipped in front part of motor-vehicle,
- (5) front radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at a distance on traveling way,
- (6) front radar(s)/sensor(s) of motor-vehicle including having facility to avert direct lighting flashing on it,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting and responding by sensed signal or detected result against a physical property or an obstruction,
- (8) radar(s)/sensor(s) equipped on/for motor-vehicle/transportation including detecting/sensing vehicle/obstruction and reacting,
- (9) radar(s)/sensor(s) including reacting against obstruction to switch the braking motor/unit on to brake motor-vehicle automatically to stop motor-vehicle running,
- (10) radar(s)/sensor(s) including connected electrically to braking motor/unit,
- (11) braking motor including for applying brake reacted/switched on by radar(s)/sensor(s),
- (12) radar(s)/sensor(s) including for equipping at/in rear part of motor-vehicle/transportation,
- (13) rear radar(s)/sensor(s) of motor-vehicle including connected wire/wireless and equipped for rear detecting/sensing at a distance during backing operation,
- (14) rear radar(s)/sensor(s) including connected operating with backing light switch,
- (15) rear radar(s)/sensor(s) including detecting/sensing at near distance only if driver backing one's motor-vehicle,
- (16) automatic braking unit including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (17) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (18) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 16-19 and reference paragraph(s) [0075] as claim 1 below:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous

alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “a (third) radar/sensor is connected wire/wireless and equipped including in the front part of motor-vehicle turned on by key contact for detecting/sensing on traveling way, radar/sensor is connected its device/recorder to sound/speak sonorous signal lamp or recorded message to driver whenever it detects/senses a physical property or an obstruction at the longest distance so that driver may lower speed of motor-vehicle before automatic braking operates, of automatic voice sound.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) extra radar/sensor of automatic voice sounding device:
- (2) extra radar/sensor of automatic voice sounding device including possessing any operative feature and capability of making it,
- (3) example type of automatic voice sounding device:
- (4) a (third) radar/sensor including connected electrically wire/wireless and equipped in the front part of motor vehicle,
- (5) front extra radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at the longest distance on traveling way,
- (6) a (third) radar/sensor among other radars including for detecting/sensing an obstruction and turning its device on sounding to driver,
- (7) a (third) radar/sensor including connected to sonorous alarm/recorded message device,
- (8) sonorous alarm/signal lamp device or voice recorder including for sounding/speaking to driver,
- (9) driver including lowering motor-vehicle speed before automatic braking operating,
- (10) connection including any operative connection, installation, operation powered by

automobile electricity/battery/any, and/or

(11) composition including any material of making and necessary parts.

Claim 2: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) referring to document data of the invention of:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
 - UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
 - The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,
 - International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and
- appellant states that the subject matter of the operative device of the applicant's invention is:

Claim 2:

Basis of "Detectable automatic braking device/system for stopping traffic accident includes having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar or operating device which senses/detects a physical property/an obstacle at/in its sensing/detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), and sensor(s)/radar(s)/detectable device(s) in use has capability to sense/detect, respond against obstacle and react braking unit to perform automatic braking on traveling way", including:

basis of "braking by pressing or pulling operation and essential parts", and equipping one example type(s) of automatic braking units/any for operating, including:

basis of "triangle wheel structure of automatic braking unit",

basis of "triangle wheel structure Duo of automatic braking unit",

basis of "triangle wheel structure Du of automatic braking unit",

basis of "round wheel structure Duo-A of automatic braking unit",

basis of "round wheel structure Duo-a of automatic braking unit",

basis of "screw & unscrew structure Duo-B of automatic braking unit",

basis of “axis-gear structure Duo-C of automatic braking unit”,
 basis of “extra outlet structure Duo-D of automatic braking unit”,
 basis of “moving frame structure Duo-E of automatic braking unit”,
 basis of “bracket drive structure Duo-F of automatic braking unit”,
 basis of “direct spin structure Duo-G of automatic braking unit”,
 basis of “oval wheel structure Duo-H of automatic braking unit” and/or
 basis of “hexagonal wheel structure Duo-I of automatic braking unit”, interacting with
 basis of “automatic releasing process for releasing the brake”,
 basis of “lock device to maintain braking”,
 basis of “automatic water switch for stopping transportation on wet sooner”,
 basis of “automatic lower speed system for lowering motor vehicle speed”,
 basis of “automatic safety system for verifying automatic braking system in operation”,
 basis of “scope of protection of disclosed invention, of detectable automatic braking
 system/device, of automatic stop lamp device for traffic light safe system and of detectable
 automatic alarm device/system for safely driving”,

An example type of operative detectable automatic braking device is written as below:

basis of “extra outlet structure Duo-D for/of detectable automatic braking device: as
 key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed
 for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction
 being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round
 wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between
 center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod
 of an extra brake outlet built from original booster/master cylinder, for braking to move
 forward to halt transportation running, braking is locked to connecting rod arm by lock
 device of frame after motor is turned off by switch, brake is to be released automatically/by
 driver’s button drawing unlock lock device under revert spring force of brake outlet rod or
 driver’s button is used for a right & left spinning motor fixed with support spring.”

Referring to the specification by page 2 line(s) 3-5, page 12 line(s) 11-22, drawing(s) FIG. 31-32 and reference paragraph(s) [0007], [0078] as below:

Claim 2

What I claim as my invention is: Detectable automatic braking systems equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “Detectable automatic braking system is connected electrically wire/wireless and equipped for using in transportation of any kind including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, tank, airplane, ship and/or any running one in which sensor(s)/radar(s) or detectable device(s) is used having capability to sense/detect and respond by detected result reacting braking unit to perform automatic braking operation on traveling way.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic braking system/device:
- (2) detectable automatic braking system/device including possessing any operative feature and capability of making it,
- (3) any device/system of the same/similar effect,
- (4) detectable automatic braking system/device including connected wire/wireless and equipped for using in transportation of any kind for stopping traffic accident on traveling way,
- (5) detectable automatic braking system/device including for equipping in motor vehicle,
- (6) detectable automatic braking system/device including for equipping in engine vehicle,
- (7) detectable automatic braking system/device including for equipping in automobile,
- (8) detectable automatic braking system/device including for equipping in car,
- (9) detectable automatic braking system/device including for equipping in truck,
- (10) detectable automatic braking system/device including for equipping in bus,

- (11) detectable automatic braking system/device including for equipping in van,
- (12) detectable automatic braking system/device including for equipping in train,
- (13) detectable automatic braking system/device including for equipping in motorcycle,
- (14) detectable automatic braking system/device including for equipping in tank,
- (15) detectable automatic braking system/device including for equipping in airplane,
- (16) detectable automatic braking system/device including for equipping in ship,
- (17) detectable automatic braking system/device including for equipping in operative one,
- (18) sensor(s)/radar(s) including any operative device(s),
- (19) sensor(s)/radar(s) or detectable device(s) including used having capability of sensing/
detecting/any,
- (20) sensor(s)/radar(s) or detectable device(s) including used having capability of responding
and reacting by detected result against an obstacle,
- (21) sensor(s)/radar(s) or detectable device(s) including connected operating with automatic
braking unit,
- (22) braking unit including any operative device having capability of applying brake by itself,
including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any
operative one in use,
- (23) sensor(s)/radar(s) or detectable device(s) including reacting/turning braking unit on to
perform automatic braking,
- (24) connection including any operative connection, installation, operation powered by
automobile electricity/battery/any, and/or
- (25) composition including any material of making and necessary parts.

Referring to the specification by page 10 line(s) 9-27, drawing(s) FIG. 35-40 and reference paragraph(s) [0071], [0072] as claim 2 below:

Braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen

(unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable device(s) including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “essential parts operating the invention: braking operation is made by pressing, pulling and/or any operating, new pedal is used for applying brake, rubber boot and/or safety cover is equipped for protection of pedal movement, braking is made by any braking position against extra brake outlet which is particularly made for automatic direct braking use, automatic braking pedal is made for proper automatic braking use without causing movement of vehicle pedal, using their main part(s) wherein, or braking is applied by movement of any other equipment, instrument having braking effect, including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and/or any other. Any braking object can be used including wheel, spindle, axis, rod, oscillator moving frame, bracket drive and/or any operative one of that effect. Any useful wire/wireless detectable device is used having capability to detect/sense, respond and react by its detected/sensed result, including sensor, radar, infrared (detector) lens, detector, electronic eye, lighting sensor, motion sensor detector, sensor video camera and/or any other, having heating effect against snow, any parts.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) essential parts operating the invention:
- (2) essential parts operating the invention including possessing any operative feature and capability of making them,
- (3) example type of essential parts operating the invention:

- (4) braking by pressing or pulling function,
- (5) braking by pressing or pulling function/operation including any usable operation to perform braking including by pressing or pulling effect,
- (6) new pedal including any operative pedal usable for automatic braking use,
- (7) automatic braking pedal for proper automatic braking use without causing the movement of vehicle pedal,
- (8) rubber boot including for protection of pedal movement, or
- (9) safety cover including for protection of pedal movement,
- (10) braking position including any position for performing braking on it,
- (11) extra braking outlet rod from original booster/master cylinder,
- (12) extra braking rod outlet including for using particularly to perform automatic braking,
- (13) braking including used any equipment or instrument having braking effect,
- (14) braking used movement of force including by motor,
- (15) braking used movement of force including by air,
- (16) braking used movement of force including by wind,
- (17) braking used movement of force including by spring,
- (18) braking used movement of force including by energy,
- (19) braking used movement of force of air hydraulic/oxygen (unit),
- (20) braking used movement of force of air/liquid pump,
- (21) braking by movement of force of cylinder as nut & piston as bolt with induction coils, or
- (22) braking used movement of force by/of any other,
- (23) braking object including wheel,
- (24) braking object including spindle,
- (25) braking object including axis,
- (26) braking object including rod,
- (27) braking object including oscillator moving frame,
- (28) braking object including bracket drive,
- (29) braking object including any other object with same effect,
- (30) using wire/wireless detectable device as radar,
- (31) using wire/wireless detectable device as sensor,

- (32) using wire/wireless detectable device as infrared (detector) lens,
- (33) using wire/wireless detectable device as detector,
- (34) using wire/wireless detectable device as electronic eye,
- (35) using wire/wireless detectable device as lighting sensor,
- (36) using wire/wireless detectable device as motion detector sensor,
- (37) using wire/wireless detectable device as video camera, or
- (38) wire/wireless detectable device including any device having capability to detect/sense, respond and react by detected/sensed result,
- (39) using wire/wireless detectable device as any operative one,
- (40) detectable device having heating effect against snow,
- (41) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (42) composition including any material of making and necessary parts.

Referring to the specification by page 5 line(s) 22-26, page 6 line(s) 1-4 drawing(s) FIG. 1-2, 32 and reference paragraph(s) [0054] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/new pedal to brake to halt transportation running and braking is locked by iron switches of inside motor to edge points

of its inner triangle wheel or similar locking device at braking position, where motor is turned off prior to locking, where brake is to be released by driver button switching motor on spin and spring force, spring force including a ball bearing with pin is fixed firmly at the surface of wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake. We fix brake motor between two strong springs to support its spin and motor is linked with arm at its end to frame letting motor move at its specific position.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure:
- (2) triangle wheel structure for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) triangle wheel including as object rotating to press on pedal,
- (10) triangle wheel including fixed with axis of motor,
- (11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (12) opposite side of upper pedal/pedal or automatic braking pedal,
- (13) braking including locked by iron switches of motor to its inner triangle wheel,
- (14) iron switches of motor including having function of turning motor off prior to locking,

- (15) iron switches of motor including having function of locking effect,
- (16) iron switch including any operative one,
- (17) inner triangle wheel including any operative one,
- (18) switch device,
- (19) brake releasing including automatic releasing brake of mini-motor,
- (20) brake including to be released by driver button and spring force,
- (21) driver button releasing including for switching motor on rotating at the same/opposite spin,
- (22) spring force including a ball bearing with pin fixed firmly at the surface of wheel nearby its flat part corner where a spring fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake pedal,
- (23) a ball bearing with pin including fixed firmly at the surface of wheel nearby its flat part corner,
- (24) a spring including for fixing from pin to a moving ball of motor frame pulling wheel at the releasing position,
- (25) any spring force including for reversing wheel spin to initial position so as to unlock the brake,
- (26) a frame including for fixing a braking motor on/in it,
- (27) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (28) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (29) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 5-11, drawing(s) FIG. 3-5 and reference paragraph(s) [0055] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor

rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure Duo for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal part to brake to halt transportation running and braking is locked by motor lock device to bracket arm of triangle wheel at braking position after motor is turned off by switch, where brake is to be released by driver's button to unlock wheel rotating wheel to iron bar blocked at wheel bracket and spring force including motor is linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin, motor is fixed between two supporting springs ending with an arm to the frame letting motor move at specific position."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure Duo:
- (2) triangle wheel structure Duo for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and

switching braking motor on,

(8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),

(9) triangle wheel including as object rotating to press on pedal,

(10) triangle wheel including fixed with motor axis,

(11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,

(12) braking including switch for turning motor off prior to locking,

(13) lock device including for locking to maintain braking,

(14) bracket arm including for locking by lock device,

(15) braking including locked by motor lock device to bracket arm of triangle wheel at braking position,

(16) pedal or automatic braking pedal,

(17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,

(18) brake including to be released by driver's button and spring force,

(19) brake releasing including automatic releasing brake of mini-motor,

(20) brake releasing including wheel rotating to iron bar blocked at wheel bracket,

(21) iron bar including for blocking to wheel bracket,

(22) wheel bracket including for blocking to iron bar,

(23) spring including for drawing back at position,

(24) ball bearing including for facilitating its pin at movement,

(25) spring force including motor linked with a spring to pull triangle wheel by its pin rotating a ball bearing on back spin,

(26) supporting springs including for fixing a braking motor supporting it on its braking movement,

(27) a frame including for fixing a braking motor on/in it,

(28) arm including motor fixed with an arm at its end to frame letting motor move at specific position,

(29) connection including any operative connection, installation, operation powered by

automobile electricity/battery/any, and/or

(30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 12-19, drawing(s) FIG. 6-10 and reference paragraph(s) [0056] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure Du for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal to brake to halt transportation running, braking is locked by motor lock device to wheel bracket arm after motor turned off by switch, where brake is to be released by driver's button drawing to unlock wheel rotating motor back to block wheel arm to motor bar and rewind spring or using double spinning motor, driver's button is drawn on releasing and wheel bracket will be locked at switch device turning motor off at back spin, motor ending with arm is fixed by two springs in a frame."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) triangle wheel structure Du:
- (2) triangle wheel structure Du for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as triangle wheel structure for/of detectable automatic braking device:

- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) triangle wheel including as object rotating to press on pedal to brake,
- (10) triangle wheel including fixed with motor axis,
- (11) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including switch for turning motor off prior to locking,
- (14) braking including locked by motor lock device to bracket arm of triangle wheel during braking,
- (15) lock device including for locking to maintain braking,
- (16) bracket arm including for locking by lock device,
- (17) driver's button for releasing including drawing to unlock lock device to rotate motor back spin and rewind spring, or
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) wheel arm including for blocking to motor bar,
- (20) motor bar including for blocking to wheel arm,
- (21) motor rewind spring including for rewinding motor at back spin,
- (22) brake including to be released by driver's button drawing to rotate motor back to block wheel arm to motor bar and rewind spring or
- (23) rewind spring including using any spring force,
- (24) using double spinning motor including driver's button drawn on releasing and
- (25) wheel bracket including to be locked at switch device turning motor off at back spin,

- (26) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (27) a frame including for fixing a braking motor on/in it,
- (28) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (29) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (30) composition including any material of making and necessary parts.

Referring to the specification by page 6 line(s) 20-27, page 7 line 1, drawing(s) FIG. 11-12 and reference paragraph(s) [0057] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "round wheel structure Duo-A for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake to halt transportation running, where braking is locked by motor lock device to wheel bracket arm or to locking holes on inner wheel, after motor is turned off by switch, brake is to be released unlocking lock device by driver's button contact and motor rewind spring at back spin or using double spinning motor including one spin to brake and the other spin to release by driver's button rotating motor wheel to an off switch, motor is

fixed between two supporting springs and holds an arm moving at specific position in the frame.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) round wheel structure Duo-A:
- (2) round wheel structure Duo-A for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as round wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including as object rotating to press on pedal,
- (10) motor axis including fixed between center and rim part of a round wheel,
- (11) motor wheel including rotating at its summit pushing on pedal part to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including locked by motor lock device to wheel bracket arm,
- (14) bracket arm including for locking by lock device,
- (15) lock device including for locking to maintain braking,
- (16) switch including for turning motor off prior to locking,
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (19) motor rewind spring including for rewinding motor at back spin,

- (20) rewind spring including using any spring force,
- (21) brake including to be released by driver's button and rewind spring at back spin, or
- (22) using double spinning motor,
- (23) using double spinning motor including one spin to brake and the other spin, to release by driver's button rotating motor wheel to switch off/using button,
- (24) an off-switch including for turning motor off or using switch button instead,
- (25) supporting springs including for fixing a braking motor supporting it on its braking movement,
- (26) a frame including for fixing a braking motor in/on it,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (29) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 2-10, drawing(s) FIG. 13-14 and reference paragraph(s) [0058] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "round wheel structure Duo-a for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing

on pedal part to brake, where braking is locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin during braking after motor is turned off by switch, brake is to be released by driver's button on rotating releasing and spring force including a ball bearing with pin is fixed firmly at the surface edge of round wheel where a spring is fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake, single spin motor is equipped in a frame with springs to support its movement."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) round wheel structure Duo-a:
- (2) round wheel structure Duo-a for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as round wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s)/sensing/detecting device(s) including for sensing/detecting an obstacle and switching brake motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including as object rotating to press on pedal,
- (10) motor axis fixing between center and rim part of a round wheel,
- (11) motor wheel including rotating at its summit pushing on pedal part to brake,
- (12) pedal or automatic braking pedal,
- (13) braking including locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin,
- (14) lock device including for locking to maintain braking,

- (15) inner wheel including having first and second lines of two holes each,
- (16) switch including for turning motor off prior to locking,
- (17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (18) spring force including for springing back releasing,
- (19) brake releasing including automatic releasing brake of mini-motor,
- (20) brake including to be released by driver's button on rotating releasing and spring force,
- (21) spring including for drawing back at position,
- (22) ball bearing including for facilitating its pin at movement,
- (23) moving ball including for holding spring at movement,
- (24) spring force including a ball bearing with pin fixed firmly at the surface edge of round wheel where a spring fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake,
- (25) a frame including for fixing a braking motor in/on it,
- (26) supporting springs including for fixing a braking motor supporting it on braking movement,
- (27) a frame including for equipping a single spin motor in/on it,
- (28) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (29) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 11-18, drawing(s) FIG. 15-16 and reference paragraph(s) [0059] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph: every means plus function:

Basis of “screw & unscrew structure Duo-B for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose toothed spindle engages through outlet gear-nut of spring supporting frame screwing out pressing on pedal part or automatic brake pedal to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released by driver’s button and spring force including spindle slotted into spring before inserting to gear-nut or motor ending spring linked to frame. If double rotating motor is used, driver’s contact is to release and a switch may be added letting back spinning motor off.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph, elements, step plus function, including:

- (1) screw & unscrew structure Duo-B:
- (2) screw & unscrew structure Duo-B for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as screw & unscrew structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected electrically operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor/unit on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) braking motor with a toothed spindle including for applying brake,
- (10) gear-nut of spring supporting frame including for holding motor letting spindle move through it,

- (11) brake motor toothed spindle engaging through outlet gear-nut of spring supporting frame,
- (12) pedal or automatic brake pedal including for braking use,
- (13) brake motor toothed spindle screwing out through frame outlet gear-nut pressing on pedal part to brake,
- (14) lock device including for locking to maintain braking,
- (15) switch including for turning motor off prior to locking,
- (16) braking including locked by lock device of frame to motor end part,
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) spring force including spindle slotted into spring before inserting to gear-nut, or
- (20) spring force including motor ending spring linked to frame, or
- (21) double rotating motor if used including one spin to brake, the other spin to release,
- (22) driver's contact including to release double rotating motor or with a switch for turning motor off,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 7 line(s) 19-27, drawing(s) FIG. 17-18 and reference paragraph(s) [0060] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "axis-gear structure Duo-C for/of detectable automatic braking device: as key

to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor, an axis with grooved end part held by a roller rotated by a gear of motor through a frame tube outlet pressing on pedal part to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released unlocking lock device by driver's button and spring force including motor rewind spring, spring linked at end axis to the frame or rewind spring of automatic brake pedal, if we use double revolving motor, releasing is by driver's contact and switch is for turning motor off at back spin, motor is installed between supporting springs of frame."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) axis-gear structure Duo-C:
- (2) axis-gear structure Duo-C for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as axis-gear structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) axis with grooved end part including for braking to press on pedal,
- (10) axis with grooved end part rotated by a gear of motor held by a roller through a frame tube outlet pressing on pedal part to brake,
- (11) pedal or automatic braking pedal,

- (12) braking including locked by lock device of frame to axis,
- (13) lock device including for locking to maintain braking,
- (14) switch including for turning motor off prior to locking,
- (15) driver's button releasing including drawing to unlock lock device,
- (16) brake including to be released by driver's button and spring force,
- (17) spring force including motor rewind spring for rewinding motor back, or
- (18) spring force including spring linking at end axis to the frame or
- (19) spring force including rewind spring of automatic brake pedal or
- (20) double rotating motor if used including one spin to brake, the other spin to release,
- (21) driver's contact including to release brake on double rotating motor at back spin, or with a switch for turning motor off,
- (22) supporting spring including spring(s) for fixing braking motor supporting it on braking movement,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 1-9, drawing(s) FIG. 19-20 and reference paragraph(s) [0061] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "extra outlet structure Duo-D for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed

for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) extra outlet structure Duo-D:
- (2) extra outlet structure Duo-D for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as extra outlet structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) round wheel including fixed with motor axis,
- (10) a connecting rod kit including its head part housed a ball bearing with a pin fixed between center and rim of a round wheel,
- (11) a connecting rod kit including linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder,

- (12) extra brake outlet rod moved by connecting rod kit for braking,
- (13) motor including rotating round wheel of connecting rod kit for braking,
- (14) pedal or automatic braking pedal,
- (15) braking including locked to connecting rod arm by lock device of frame,
- (16) lock device including for locking to maintain braking,
- (17) switch including for turning motor turned off prior to locking,
- (18) driver's button releasing including drawing to unlock lock device,
- (19) brake including to be released by driver's button and spring force,
- (20) spring force including under brake outlet rod revert spring force, or
- (21) spring force including motor rewind spring at motor back spin,
- (22) double rotating motor if used including one spin to brake, the other spin to release,
- (23) driver's contact including to release brake on double rotating motor at back spin,
- (24) supporting spring including for fixing braking motor supporting on braking movement,
- (25) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (26) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 10-17, drawing(s) FIG. 21-22 and reference paragraph(s) [0062] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "moving frame structure Duo-E for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed

for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on oscillator to move forward or backward a complete unit on which head part of a connecting rod kit in air releasing spring unit is linked roller pin to an extra brake outlet rod aside, the end part of connecting rod kit is fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame, the round wheel will move to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking replacing a motor to halt transportation running, where braking is locked by lock device and brake releasing is to be unlocked to disconnect (to release) round wheel from engine wheel by driver's contact, using fluid hose for moving adaptation."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) moving frame structure Duo-E:
- (2) moving frame structure Duo-E for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as moving frame structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and operating oscillator to move a complete unit on bearing,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) oscillator,
- (10) extra brake outlet rod including for braking use,
- (11) roller pin including for holding two parts on spin,
- (12) ball bearing including for holding two parts on spin,

- (13) a complete unit on which head part of a connecting rod kit in air releasing spring unit linked roller pin to an extra brake outlet rod aside,
- (14) the end part of connecting rod kit fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame,
- (15) the round wheel moving to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking,
- (16) a connecting rod kit in air releasing spring unit for moving forward on braking or backward on releasing,
- (17) extra brake outlet rod including linking roller pin with a connecting rod kit in air releasing spring unit,
- (18) lock device including for locking to maintain braking,
- (19) braking including locked by lock device, to be unlocked releasing by driver's contact,
- (20) driver's button releasing including drawing to unlock lock device and to disconnect (to release) round wheel from engine wheel and spring force,
- (21) hose including for fluid use,
- (22) using fluid hose including for moving adaptation,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 18-24, drawing(s) FIG. 23-24 and reference paragraph(s) [0063] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "bracket drive structure Duo-F for/of detectable automatic braking device: as

key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the support spring motor on driving its rectangular bracket between two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity that bar outer part presses against pedal part or automatic brake pedal to brake, where braking is locked by lock device after motor is turned off by switch and spring force releases, reacted by driver's button."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) bracket drive structure Duo-F:
- (2) bracket drive structure Duo-F for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as bracket drive structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) rectangular bracket including fixed with motor axis for driving to apply brake,
- (10) springs including for springing back at position,
- (11) pedal or automatic braking pedal,
- (12) braking motor driving its rectangular bracket between two springs for linking both ends of a motor frame and bar with a pin moving in its frame cavity that bar outer part pressing against pedal part or automatic brake pedal to brake,
- (13) a frame with cavity including for letting pin of bar moving in it,

- (14) bar with a pin including for holding in frame on movement,
- (15) support springs including springs for fixing braking motor supporting it on its braking movement,
- (16) switch including for turning motor off prior to locking,
- (17) lock device including for locking to maintain braking,
- (18) braking including bar locked by lock device of frame,
- (19) driver's button releasing including drawing to unlock lock device and spring force,
- (20) spring force including for releasing reacted by driver's button,
- (21) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (22) composition including any material of making and necessary parts.

Referring to the specification by page 8 line(s) 25-27, page 9 line(s) 1-3, drawing(s) FIG. 25-26 and reference paragraph(s) [0064] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "direct spin structure Duo-G for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns spring supporting motor on rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, where brake is to be released by driver's button and motor rewind spring, if a double rotating motor is used at back spin and released by contact, with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) direct spin structure Duo-G:
- (2) direct spin structure Duo-G for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as direct spin structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) bar including for fixing with motor axis,
- (10) pedal or automatic braking pedal,
- (11) motor bar including rotating by motor pressing on pedal or automatic brake pedal to brake,
- (12) support springs including for fixing braking motor supporting it on braking movement,
- (13) switch including for turning motor off prior to locking,
- (14) lock device including for locking to wheel,
- (15) inner wheel including for locking by lock device,
- (16) inner wheel inside motor including for locking by lock device during braking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) brake including to be released by driver's button and motor rewind spring, or
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor if used at back spin and released by contact, with an off-switch,
- (22) connection including any operative connection, installation, operation powered by

automobile electricity/battery/any, and/or

(23) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 4-9, drawing(s) FIG. 27-28 and reference paragraph(s) [0065] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "oval wheel structure Duo-H for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its oval wheel pressing on pedal or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, wheel is locked by lock device during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact, with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) oval wheel structure Duo-H:
- (2) oval wheel structure Duo-H for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as oval wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected electrically operating with

braking unit/motor,

(6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,

(7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,

(8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),

(9) oval wheel including fixed with motor axis,

(10) pedal or automatic braking pedal,

(11) motor including rotating its oval wheel pressing on pedal or automatic brake pedal to brake,

(12) support springs including for fixing braking motor supporting it on braking movement,

(13) switch including for turning motor off prior to locking,

(14) bracket arm including for blocking to bar,

(15) iron bar including for blocking to bracket arm,

(16) lock device including for locking to maintain braking,

(17) the wheel including having a bracket arm to blockade itself at motor iron bar and wheel locked by lock device during braking,

(18) driver's button releasing including drawing to unlock lock device,

(19) motor rewind spring including for rewinding motor at back spin,

(20) brake including to be released by driver's button and motor rewind spring or

(21) double rotating motor including one spin to brake, the other spin to release,

(22) double rotating motor used at back spin with an off-switch, released by contact,

(23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or

(24) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 10-16, drawing(s) FIG. 29-30 and reference paragraph(s) [0066] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "hexagonal wheel structure Duo-I for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation sensing/detecting free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its hexagonal wheel pressing on pedal part or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact, with an off-switch."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) hexagonal wheel structure Duo-I:
- (2) hexagonal wheel structure Duo-I for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type as hexagonal wheel structure for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (7) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching braking motor on,

- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) hexagonal wheel including fixed with motor axis,
- (10) pedal or automatic braking pedal,
- (11) motor rotating its hexagonal wheel pressing on pedal or automatic brake pedal to brake,
- (12) support springs including for fixing braking motor supporting it on braking movement,
- (13) switch including for turning motor off prior to locking,
- (14) bracket arm including for blocking to bar,
- (15) iron bar including for blocking to bracket arm,
- (16) lock device including for locking to maintain braking,
- (17) inner wheel including for locking by lock device,
- (18) the wheel including having a bracket arm to blockade itself at motor iron bar and inner wheel locked by lock device during braking,
- (19) driver's button releasing including drawing to unlock lock device and spring force,
- (20) motor rewind spring including for rewinding motor at back spin,
- (21) double rotating motor including one spin to brake, the other spin to release,
- (22) double rotating motor at back spin including for releasing by contact, with an off-switch,
- (23) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (24) composition including any material of making and necessary parts.

Referring to the specification by page 10 line(s) 1-4 and reference paragraph(s) [0069] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) sensing/detecting free, of automatic releasing process.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph: every means plus function:

Basis of “automatic releasing process for releasing the brake for/of Detectable automatic braking system: as once sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and installed for/in transportation sensing/detecting an obstruction on traveling way and reacting both operating of motor braking and pressing switch-button on/standby of mini-motor which will rotate to draw by cable/any unlock lock device resulting from earlier pressing action to release the brake unit automatically just after sensor(s)/radar(s) senses/ detects free.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C.

112, sixth paragraph, elements, step plus function, including:

- (1) automatic releasing process:
- (2) automatic releasing process for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic releasing process for/of detectable automatic braking device:
- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (7) sensor(s)/radar(s) or detectable device(s) including sensing/detecting an obstacle and switching on both operating of motor braking and pressing button on/standby of mini-motor,
- (8) mini-motor including for rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after sensor(s)/radar(s) sensing/detecting free,
- (9) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (10) button of mini-motor including electric button to turn motor on/off,
- (11) mini-motor including for drawing to unlock lock device,
- (12) lock device including for locking to maintain braking,
- (13) connection including any operative connection, installation, operation powered by

automobile electricity/battery/any, and/or

(14) composition including any material of making and necessary parts.

Referring to the specification by page 9 line(s) 20-26, drawing(s) FIG. 9, 20, 38 and reference paragraph(s) [0068] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis/bases of "lock device and useful parts for/of Detectable automatic braking system: as brake motor is fixed with/between supporting springs, appropriate motor is used to rotate at a speed to brake a vehicle fast enough to stop its running, if using a motor spins at both sides: one side to brake and the other side to release at low speed replacing spring force which is used for releasing the brake to initial position after braking in which electric motor/braking unit is used for rotating a braking object to apply brake against pedal. Lock device is installed for locking firmly the brake or its relating part to maintain braking during which automatic braking is operating just after a switch or similar operation/device turns brake motor off, lock device: as it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking and one end of rod is linked a cable/rod to be released by drawing."

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

(1) lock device and useful parts:

- (2) lock device and useful parts for/of detectable automatic braking device including possessing any operative feature and capability of making them,
- (3) example type of lock device and useful parts for/of detectable automatic braking device:
- (4) brake motor including for rotating to apply brake,
- (5) supporting springs including for fixing braking motor supporting it on braking movement,
- (6) brake motor including fixed between supporting springs,
- (7) appropriate motor including for rotating at appropriate speed,
- (8) appropriate motor used rotating to brake at a speed efficiently fast to halt transportation/ motor-vehicle running,
- (9) motor spinning at both sides including motor rotating at right and left sides,
- (10) if motor spinning at both sides including one spin to brake and the other to release at low speed replacing spring force,
- (11) spring force including used for releasing the brake to initial position after braking,
- (12) switch including for turning brake motor off prior to braking,
- (13) lock device including for locking to maintain braking,
- (14) lock device including having a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking,
- (15) lock device including end of rod linked to a cable/rod to be released by drawing,
- (16) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (17) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 6-11, drawing(s) FIG. 42 and reference paragraph(s) [0074] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for sensing/detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic water switch for stopping transportation on wet sooner for/of Detectable automatic braking system: as automatic water switch is installed for/in transportation/motor-vehicle to be connected by raining water as in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping motor-vehicle running on wet against obstacle on traveling way when it rains to turn sensor/radar on in which the plastic box/container has a level outlet let water flow down, the wind will blow drying water to extinguish the function of sensor/radar after raining is over.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic water switch:
- (2) automatic water switch for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic water switch for/of detectable automatic braking device:
- (4) an open box/container of automatic water switch including having a level outlet including where electric wires to be conducted by raining water,
- (5) electric wires including for conducting (second) front sensor/radar and automatic braking unit,
- (6) a level outlet of the plastic box/container including for letting water flow down in full,
- (7) the wind will blow drying water to extinguish the function of radar after raining over,
- (8) (second) front sensor/radar including for sensing/detecting at longer distance on traveling way,
- (9) (second) front sensor/radar including connected operating with braking unit/motor,
- (10) automatic braking unit including for applying brake by itself reacted by such sensor/radar detecting/sensing an obstacle,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or

(12) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 20-25 and reference paragraph(s) [0076] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) sensing/detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic lower speed system/device for lowering motor vehicle speed for/of Detectable automatic braking system: as once obstruction being detected on traveling way, (third) sensor/radar is connected wire/wireless and installed for/in motor-vehicle/transportation to react automatically both turning motor on braking and pressing switch-button of mini-motor on the way of releasing then drawing to unlock lock device during which sensor(s)/radar(s) senses/detects free to lower motor-vehicle speed safely at the longest distance, or a second braking unit without lock is used for third sensor/radar operation, where a revert timer is installed to switch third sensor/radar off for certain minutes/any letting vehicles approach closer during heavy traffic.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic lower speed system:
- (2) automatic lower speed system for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic lower speed system for/of detectable automatic braking device:

- (4) sensor(s)/radar(s) or detectable device(s),
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) (third) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting at the longest distance on traveling way,
- (7) (third) sensor(s)/radar(s) or detectable device(s) including for sensing/detecting an obstacle and switching motor/unit on braking to lower motor vehicle speed safely,
- (8) (third) sensor(s)/radar(s)/detectable device(s) or operative device(s) including for sensing/detecting an obstacle and pressing switch-button of mini-motor on the way of releasing,
- (9) mini-motor including for drawing to unlock lock device releasing brake during which sensor(s)/radar(s) sensing/detecting free,
- (10) a second braking unit without lock,
- (11) a second braking unit without lock including for interacting with third sensor/radar,
- (12) a revert timer including for turning third sensor/radar off,
- (13) a revert timer including for switching third sensor/radar off for certain time letting motor-vehicles approach closer during heavy traffic,
- (14) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (15) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 1-5, drawing(s) FIG. 32, 34 and reference paragraph(s) [0073] as claim 2 below:

Detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic safety system for verifying the automatic braking system in operation for/of Detectable automatic braking system: as color signal sonorous lamp device or recorded message recorder for/in motor-vehicle/transportation is connected being “on” sounding/speaking to driver while entire braking system is connected being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finds impossible to balance one’s motor-vehicle on ice-covered road if braking operating, or a thermostat is as well installed to disconnect color signal sonorous lamp/message recorder in winter snow instead.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic safety system:
- (2) automatic safety system for/of detectable automatic braking device including possessing any operative feature and capability of making it,
- (3) example type of automatic safety system for/of detectable automatic braking device:
- (4) color signal sonorous lamp device or recorded message recorder,
- (5) color signal sonorous lamp device or recorded message recorder including connected for sounding/speaking to driver,
- (6) entire detectable automatic braking system including connected among them,
- (7) color signal sonorous device or recorded message recorder being “on” showing to driver while entire braking system being “off”,
- (8) contact for driver including connected for switching the entire system off when necessary,
- (9) thermostat including connected for reacting to operate by temperature of climate,
- (10) a thermostat including for disconnecting color signal sonorous lamp device/message recorder in winter snow,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.

Referring to the specification by page 13 line(s) 1-6 and reference paragraph(s) [0080] as claim 2 below:

Detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic braking system/device, automatic stop lamp system, detectable automatic (alarm) systems and any of the disclosed invention in these documents: including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modification, replacement of parts assembling to make up the same system(s)/device(s) or to perform similar device(s) referring to their original fundamentals to the same effect and/or combining the invention with any device or system using any name is/are in the scope of the protection of the invention, the invention be used everywhere.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) the original elements of the invention in these documents covering:
- (2) the original elements of the invention including the invention device(s), system(s), item(s),
- (3) the original elements of the invention including the invention made and carried out in any way,
- (4) the original elements of the invention including putting the written invention into practice of safe manner in use,

- (5) the original elements of the invention including the original idea based on which the invention(s) being created,
- (6) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) which reproducible by any specialist/one in the field from the elements of the original structure(s) of the invention,
- (7) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field from the elements of example type(s) written in the invention,
- (8) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field based on the unique idea of the disclosure of the invention,
- (9) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any reproduction of the invention having the same/ similar effect by using any name, naming, wording, language, form and/or anything,
- (10) the original elements of the invention including the invented origin reserving its original right to receive any new technology/technique adaptable in use with/to the invention device(s) having the same/ similar outcome under the scope of the protection of the invention,
- (11) the original elements of the invention including selling/offering for sale the invention item(s) in part(s)/whole unit,
- (12) the original elements of the invention including a part/parts/the whole and/or anything of the invention,
- (13) the original elements of the invention including adding any additional part/unit to the invention device(s),
- (14) the original elements of the invention including reducing any part/part(s) from the invention device(s),
- (15) the original elements of the invention including since the basis/bases of “detectable automatic braking device with any of the disclosed invention” disclosed, it covering any electrical, technical, mechanical methods and/or anything constructed for making up any

operative device(s) of the invention including a part/parts/the whole under the scope of the protection of the invention,

(16) composition of the invention including any material of making, any energy of operating, necessary parts, anything for constructing an operative device of the invention,

(17) function of the invention including operating the invention separately,

(18) function of the invention including operating the invention in combination,

(19) function of the invention including operating the invention in its logical order,

(20) function of the invention including every function/operation of the invention in any way,

(21) function of the invention including operating the invention in transportation on traveling way,

(22) structures of the invention including constructing any operative device having the same/similar outcome based on its invented basis/bases beyond/among those created structures,

(23) structures of the invention written as example types so the disclosed basis/bases covering any operative structure(s) of making the same/similar invention device(s) including a part, parts and/or the whole,

(24) structures of the invention including any extension in size and anything of the invention,

(25) process of making including any method and process of making for constructing any operative item(s) of the disclosed invention,

(26) contents of the invention document including the disclosed and written contents being in the role of features based on which the invention device(s) being constructed,

(27) contents of the invention including any part as needed to construct the operative invention device(s),

(28) illustrations of the invention including materializing the illustration(s)/drawing(s) of the invention(s) into practice,

(29) installation of the invention including any electrical, technical & mechanical methods installed for making up the operative device(s),

(30) installation of the invention including any connection as wire/wireless, electrical/electronic field,

- (31) any other structures including any structure for making up any operative device based on the invented basis/bases of the invention including a part/the whole,
- (32) modification of the invention including any modification of the invention including a part/parts/the whole,
- (33) replacement of parts including any replacement of part(s)/process/anything assembled to make up the same systems or to perform similar devices referring to their original fundamentals operating to the same effect,
- (34) the original fundamentals of the invention including any operative method in electrical, technical & mechanical fields constructed for making up any operative device(s) based on the invented fundamentals of the invention including a part/the whole,
- (35) the original fundamentals of the invention including the said invention to be written and claimed describing in any wording, language, naming, form and/or any under the scope of the protection of the invention,
- (36) combining the invention with any device using any name,
- (37) combining the invention with any system using any name,
- (38) combining the invention with any other device/system including microprocessor in use,
- (39) combining the invention with any other device/system including processor in use,
- (40) combining the invention with any other device/system including programmer in use,
- (41) combining the invention with any other device/system including computer-PC in use,
- (42) combining the invention with any other device/system including operating the invention with/under satellite network,
- (43) combining the invention with any device/system including new technology in use,
- (44) combining the invention with any device/system including new technique in use,
- (45) combining the invention with any other device/system including anything,
- (46) combining the invention with any device/system including new technique/technology in part(s) or in whole operating to the same/similar effect of the invented basis/bases,
- (47) combining the invention with anything including in production, using, selling, offering for sale and/or any of the invention device(s) under any name(s),
- (48) the scope of the protection of the invention including any acting violating the interest of the invention(s) under lawful protection,

- (49) the scope of the protection of the invention including equipment/instrument carried by driver/user operating the invention in transportation on traveling way,
- (50) the scope of the protection of the invention including the invention item(s) being protected anything in its links both in singular unit/plural quantities, with one/more, a unit/group of them, a group/a unit among them, regardless being written in one,
- (51) the scope of the protection of the invention including wording(s) of the written invention being protected in both singular and plural forms of its meaning regardless being written in one (singular/plural) form,
- (52) the scope of the protection of the invention including covering any descriptive language to describe the process of making the operative invention(s), regardless being written in any grammatical tense,
- (53) the scope of the protection of the invention including the invented basis/bases reserving its original right to correct/improve any error, defect, malfunction and/or anything if existing in the written contents and/or drawings for making the operative device(s) of the invention(s),
- (54) the scope of the protection of the invention including anything made by simplification of certain part(s) in/of the invention device(s),
- (55) the scope of the protection of the invention including anything made of manifold functions of/in any of the invention device(s),
- (56) the scope of the protection of the invention including anything made/used having the same/similar result of the invention device(s),
- (57) the invention used including specific use of the invention(s),
- (58) the invention used including extra use of the invention(s),
- (59) the invention used including particular using of certain item(s) disclosed, and/or
- (60) the invention used everywhere including the invention used in any field, anywhere as desirable.”

Claim 3: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) referring to document data of the invention of:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,
- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008 and appellant states that the subject matter of the operative device of the applicant's invention is:

Basis of "automatic stop lamp device for traffic light safe system for stopping transportation on red in zone limit: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam of higher level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles", and

basis of "detectable automatic alarm system for sounding driver used equipping for/in transportation of any kind including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other, including:

small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation for sensing/detecting extremely approached vehicle and connecting device to sound sonorous alarm or speak recorded message to driver on traveling way,

and sensors/radars or detectable devices are equipped on/for right & left mirror sides of motor-vehicle/transportation turned on by signal lamp switch for as back sensing/detecting at a distance during turning on traveling way and sonorous (signal) alarm or voice recorder sounds/speaks to driver shown on indicator if rear vehicle is sensed/detected by sensor/radar."

Referring to the specification by page 12 line(s) 23-28, drawing(s) FIG. 43 and reference paragraph(s) [0079]:

Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including:

Extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of

Detectable automatic braking system on sensor(s)/radar(s) of front cars,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic stop lamp device for traffic light safe system: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam from higher-level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) automatic stop lamp system/device:
- (2) automatic stop lamp system/device including possessing any operative feature and capability of making it,
- (3) example type of automatic stop lamp system for/of detectable automatic braking device:
- (4) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless to traffic light, or
- (5) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless in area nearby in operation,
- (6) lamp beam having capability to react sensor(s)/radar(s) of front motor-vehicles approaching,
- (7) extra lamp(s)/bulb(s) including installed at a position to focus its beam at sensor(s)/radar(s) of such front motor-vehicles to react operation of their detectable automatic braking devices,
- (8) extra lamp(s)/bulb(s) including installed to focus its beam at lighting zone limit to stop motor-vehicles advancing on red,
- (9) connection including any operative connection, installation, operation powered by electricity/battery/any, and/or
- (10) composition including any material of making and necessary parts.

Referring to the specification by page 11 line(s) 26, page 12 line(s) 1-2 and reference

paragraph(s) [0077] as claim 3 below:

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as detectable automatic alarm device is connected wire/wireless and installed for using in/on transportation of any kind including engine/motor vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other(s).”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) Detectable automatic alarm system/device:
- (2) Detectable automatic alarm system/device including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic alarm system/device for/of detectable automatic braking device:
- (4) detectable automatic alarm device including connected equipping in/for motor vehicle of any kind,
- (5) detectable automatic alarm device including connected equipping in/for engine vehicle of any kind,
- (6) detectable automatic alarm device including connected equipping in/for automobile of any kind,
- (7) detectable automatic alarm device including connected equipping in/for car of any kind,
- (8) detectable automatic alarm device including connected equipping in/for truck of any kind,
- (9) detectable automatic alarm device including connected equipping in/for bus of any kind,
- (10) detectable automatic alarm device including connected equipping in/for van of any kind,
- (11) detectable automatic alarm device including connected equipping in/for train of any kind,

- (12) detectable automatic alarm device including connected equipping in/for motorcycle of any kind,
- (13) detectable automatic alarm device including connected equipping in/for airplane of any kind,
- (14) detectable automatic alarm device including connected equipping in/for ship of any kind,
- (15) detectable automatic alarm device including connected equipping in/for any other(s),
- (16) detectable automatic alarm device connected equipping in/for any other(s) including high speed train, underground train, aircraft, helicopter, carrier, any operative one(s),
- (17) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (18) composition including any material of making and necessary parts.

Referring to the specification by page 12 line(s) 7-10 and reference paragraph(s) [0077] as claim 3 below:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation connecting device to sound sonorous alarm or speak recorded message to driver and indicator shows color signal lamp: right or left side is detected/sensed on traveling way once running motor-vehicles extremely approach each other.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic alarm device/system:
- (2) detectable automatic alarm device/system including possessing any operative feature and

capability of making it,

(3) example type of detectable automatic alarm system for/of detectable automatic braking device:

(4) sensors/radars or detectable devices,

(5) sensors/radars or detectable devices including installed at both sides of a motor-vehicle/ transportation for detecting/sensing on traveling way,

(6) sensors/radars or detectable devices including connected accordingly to sonorous alarm/ recorded message device,

(7) sensors/radars or detectable devices including sensing/detecting the approached vehicle/ obstacle and turning sonorous alarm/recorded message device on,

(8) device of sonorous alarm or recorded message including reacted by sensor(s)/radar(s) to sound/speak to driver,

(9) indicator showing color signal lamp,

(10) color signal lamps shown on indicator including right or left side sensed/detected by sensor(s)/radar(s),

(11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or

(12) composition including any material of making and necessary parts.

Referring to the specification by page 12 line(s) 3-6 and reference paragraph(s) [0077] as claim 3 below:

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back sensing/detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

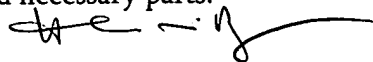
Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as extra sensors/ radars or detectable devices are connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation for as back sensing/detecting on

traveling way, a sensor/radar is switched on by signal lamp switch during turning connecting sonorous signal alarm/voice device to sound/speak to driver shown on indicator if (rear) vehicle is sensed/detected by a sensor/radar at a distance while signal turning lamp is on.”

Referring to the disclosed basis/bases, specification, claim(s) and drawing(s) under 35 U.S.C. 112, sixth paragraph, elements, step plus function, including:

- (1) detectable automatic alarm system:
- (2) detectable automatic alarm system including possessing any operative feature and capability of making it,
- (3) example type of detectable automatic alarm system for/of detectable automatic braking device:
- (4) sensors/radars or detectable devices,
- (5) sensors/radars or detectable devices including connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation,
- (6) a sensor/radar or detectable device including switched on by signal lamp switch on traveling way during turning,
- (7) sensor/radar or detectable device of mirror side of motor-vehicle/transportation including for as back sensing/detecting during turning,
- (8) a sensor/radar or detectable device including switching the device on sounding/speaking to driver if (rear) vehicle detected at a distance while signal turning lamp on,
- (9) sensors/radars or detectable devices including connected sonorous (signal) alarm/voice recorded device,
- (10) sonorous (signal) alarm device sounding or voice recorded device speaking including to driver shown on indicator,
- (11) connection including any operative connection, installation, operation powered by automobile electricity/battery/any, and/or
- (12) composition including any material of making and necessary parts.



(J) Claims appendix page(s): 7 pages.

CLAIMS

Claim 1

What I claim as my invention is : Detectable automatic braking systems used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for sensing/detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2

What I claim as my invention is : Detectable automatic braking systems equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains,

motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and respond by detected result to braking unit to perform automatic braking action, including:

braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable device(s) including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to

rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which being able to rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod,

of lock device,

detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for sensing/detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the

invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other device(s) or system(s) using other name(s) are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3

What I claim as my invention is : Automatic stop lamp system for traffic light including:

extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back sensing/detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

(K) Evidence appendix page(s): 1 page.

Appellant states that this Appeal Brief is related to document data of the invention of:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France
- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom
- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007
- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008.

(L) Related proceedings appendix page(s): 1 page.

Each copy of petition evidence of the related invention is enclosed for:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom
- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007
- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and a set of document of US Patent Application no. 11/982774 is enclosed for reference.